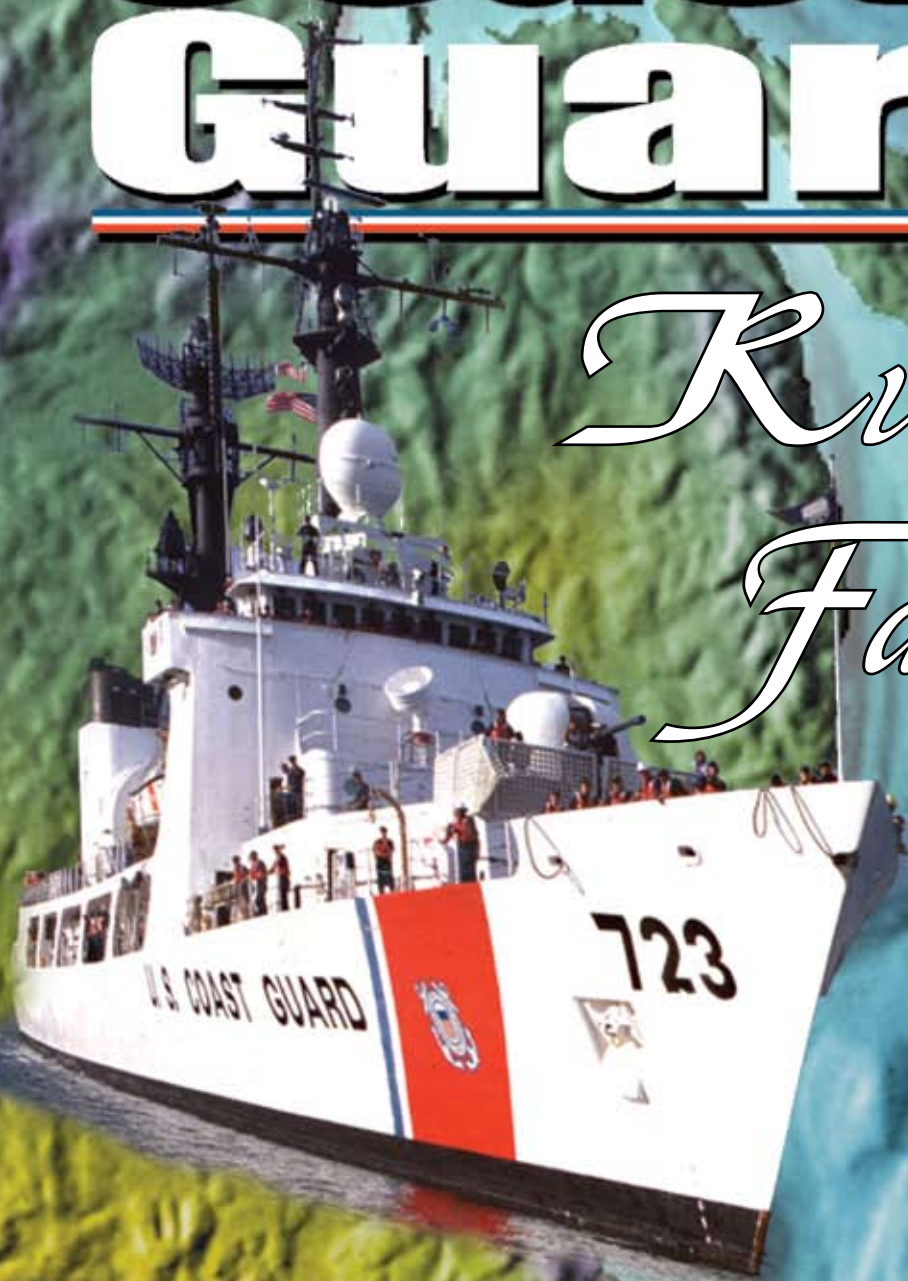


Coast Guard

Issue 4 - 2006
www.uscg.mil/magazine



Rush to the Far East



YOKOHAMA, JAPAN

BUSAN, SOUTH KOREA

QUINGDAO, CHINA

INTO
THE FRAY

KATRINA
RESCUERS
REWARDED
PG. 30

Coast Guard

Out of the history books



RCS Eagle, War of 1812

The defense of the Revenue Cutter Eagle against the attack of the British brigantine Dispatch and an accompanying sloop, is one of the most dramatic incidents of the War of 1812.

With the cutter run ashore on Long Island, its guns were dragged onto a high bluff. From there, Eagle's crew fought the British ships from 9 a.m. until late in the afternoon.

When they had exhausted their large shot, they tore up the ship's logbook to use as wads and fired back the enemy's shot which had lodged against the hill.

During the engagement the cutter's flag was shot away three times and was replaced each time by volunteers from the crew.

The October 18, 1814: *New York Evening Post* gave an account of what happened next to the out-gunned cutter:

"During the engagement between the Cutter Eagle and the enemy, the following took place which is worthy of notice.

Having expended all the wadding of the four pounders on the hill, during the warmest of the firing, several of the crew volunteered and went on board the cutter to obtain more. At this moment the masts were shot away, when the brave volunteers erected a flag upon her stern; this was soon shot away, but was immediately replaced by a

heroic tar, amidst the cheers of his undaunted comrades, which was returned by a whole broadside from the enemy.

When the crew of the Cutter had expended all their large shot and fixed ammunition, they tore up the log book to make cartridges and returned the enemy's small shot which lodged in the hill.

The Cutter was armed with only 6 guns, four 4-pounders and two 2-pounders with plenty of muskets and about 50 men.

The enemy being gone and provisions scarce, the volunteers from this city left Captain Lee and his crew and arrived here on Thursday evening the 13th instant, in a sloop from Long Island.

Captain Davis, from this city, was slightly wounded in the knee by a stone impelled by a 32-pound shot which struck near him.

We have since learned that Captain Lee succeeded in getting off the Cutter and was about to remove her to a place of safety when the enemy returned and took possession of her. She was greatly injured, but it is expected that the enemy will be able to refit her to annoy us in the sound."

The cutter's ultimate fate remains unknown.

Information and photo provided by the Coast Guard Historian, G-IPA-4

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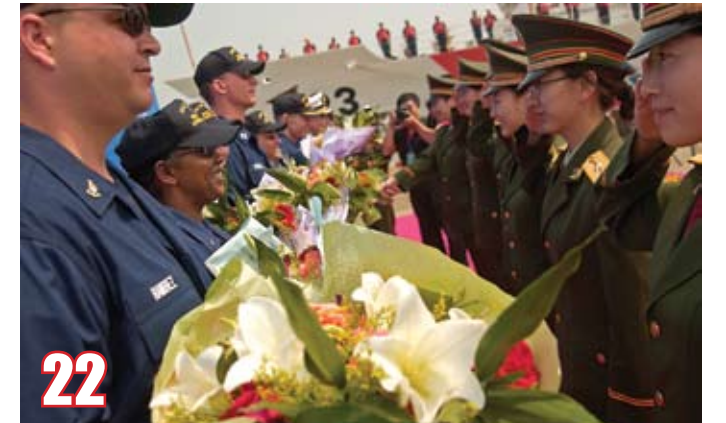
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Homeland Security



On The Cover

CGC Rush over a map of the Sea of Japan, showing the port calls of the crew during their deployment to the Orient.

Photo Illustration by PA1 David Mosley, CG Magazine

A SPLASHING GOOD TIME

MK3 Joshua Preston helps two girls from a Virginia Beach elementary school during a fire hose demonstration aboard the CGC Albacore, during a school field trip at Portsmouth, Va., May 25.

Photo by Lt. Cmdr. Rich Condit,
Sector Hampton Roads





FABRICATING SPARKS

DC3 Steve Jacobs fabricates a metal bracket aboard the CGC Bear. The Bear is one of six 270-foot medium endurance cutters stationed at Portsmouth, Va.

Photo by PA3 Kip Wadlow, LantArea

ALL COAST



RBM The Coast Guard has awarded a production contract to Marinette Marine Corporation for the design, construction, outfit and delivery of the Response Boat-Medium system. Marinette Marine Corporation will team with Kvichak Marine Industries to build and deliver up to 180

RBM's over a production period of up to eight years. The contract, valued at approximately \$600 million, will replace the aging fleet of 41-foot utility boats and more than 40 other nonstandard boat types that have been the workhorses at coastal stations for more than 25 years. The first RBM is

planned to enter the fleet in late 2007. The new boats will have increased maneuverability, the ability to mount light machine guns, and be capable of speeds in excess of 40 knots (46 mph). The twin high output diesel engines used in this model comply with stringent EPA and International Maritime

Organization emissions standards, while a full cabin will provide crew protection from the elements and be equipped with a robust navigation system, heating and air conditioning and shock mitigating seats.

FINAL FLIGHT A Marine Corps CH-53E Condor helicopter transports a decommissioned Coast Guard HU-25 Falcon from Air Station Elizabeth City to its final resting place as an artificial reef off the North Carolina coast, June 8. The CGNR 2101 was dropped approximately 75-feet from another Coast Guard Falcon, CGNR 2111, which was decommissioned and placed offshore in 2005.

Photo by Lance Cpl. Randall Clinton, Marine Corps Air Station New River, N.C.



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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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FIRE WORK DC3 Zachary Rafoth struggles to shut off his torch as his teammates MK1 Greg Nelson (center) and BM2 Adam Kidd (right) put the finishing touches on the “Heat and Beat” competition during the Coast Guard Olympics held at the Naval base in Everett, Wash., May 17. The team of three represented the CGC Henry Blake, homeported in Everett, in one of many events designed to promote camaraderie between several divisions of the Coast Guard.

Photo by Kevin Nortz, The Daily Herald Co., Everett, Wash.



INDY 500 AET3 Josh Tjader, AET3 Bobby Teal, LT Greg Gedemer all from Air Station Traverse City, Mich., pose with Indy Car driver Danica Patrick during the Armed Forces Day Ceremonies at Indianapolis Motor Speedway, Indianapolis, May 19. The HH-65B Dolphin Helicopter and its crew attended the event, held the weekend before the running of the Indianapolis 500.

Photo By Cmdr. David Throop, Air Station Traverse City



RED RIVER RESCUE A 20-foot Coast Guard ‘ice boat’ piloted by BMCS Tony Hiller of Station Sturgeon Bay, Wis., navigates the flood waters of the Red River as it flows over Minnesota Highway 1 east of Oslo, Minn., April 7. The Coast Guard personnel were returning from a humanitarian service mission of delivering prescription medication to civilians stranded by the flood waters of the Red River, which borders Minnesota and North Dakota.

Photo by Senior Master Sgt. David Lipp, U.S. Air Force



FOUR-LEGGED ALL STARS Coast Guard canine units walk up a ramp at Station Square in Pittsburgh, after inspecting the clipper ship fleet along the Monogahela River, July 11. The Coast Guard is working with local, state and federal officials in an effort to augment security forces during Major League Baseball All-Star Game events.

Photo by PA2 NyxoLyno Cangemi, 8th Dist.

KNOCK, KNOCK Members of Tactical Law Enforcement Team South give a tactical demonstration at the training compound at Mannama, Bahrain, for Rear Admirals David Pekoske and John Action, June 6. The members are on a deployment to train boat crewmembers and conduct patrols.

Photo by PA2 Allyson Taylor Feller, PATFORSWA



VICE VISITS Vice President Dick Cheney addressed a mixed crowd of service members and their families in one of the hangars at Selfridge Air National Guard Base, Mich., July 10, to commemorate their efforts in the War on Terror. Present were Coast Guard members from Aids to Navigation Team Detroit, Air Station Detroit and Sector Detroit. Cheney, at various points in his speech, thanked the Coast Guard for its service on the Great Lakes, the War on Terror and the search and rescue efforts of the air station.

Photo By PA3 William Colclough, 9th Dist.



HANG TIME AST3 John Classic is lowered to a Baywatch Marina Del Ray Rescue boat from an HH-65 Dolphin helicopter during a rescue demonstration in Los Angeles, May 23.

Photo by PA3 Prentice Danner, 11th Dist.





CG Central is an enterprise intranet portal designed to facilitate the exchange and management of information throughout the Coast Guard. Use CG Central to:

- Find** Coast Guard Personnel, Authoritative Coast Guard Content, Detailed Information about Your Unit and Your Readiness, and Practical Information about other Units.
- Manage** the Workflow, Distribution, Publishing, and Lifecycle of nearly any type of Content, including Files, Images, Documents, and Announcements.
- Collaborate** with other Coast Guard personnel through the Microsites Feature.

Tab Toolbar

CG Central Tabs Lead to Eight Distinct Areas of Content

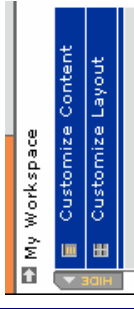
My Workspace	Our CG	Units	Communities	CG Analytics	Resources	Learning	CG Central Help
My Workspace: Provides customizable features like alerts and shortcuts, and easy access to your Microsites. Contains the My Readiness Portlet, which shows deployability and compliance information, pipeline skills, and other readiness tools.	Our CG: Contains information that affects personnel across the entire Coast Guard, including news, events, general messages, and strategic initiatives.	Units: Provides information and services about user-selected units/departments. Includes reports and briefings, equipment and personnel info, and announcements.	Communities: Provides publishing areas for communities (as defined by job function) and serves as a reference library for all Coast Guard occupational communities.	CG Analytics: Contains comprehensive information pertaining to the Coast Guard Business Intelligence (CGBI) System, including an Executive Scorecard and numerous readiness and performance goals, reports, and information “cubes.”	Resources: Contains libraries of authoritative content such as CG Forms and Pubs & Directives, and links to CG Applications, Services, and Multimedia.	Learning: Provides training and educational information and resources, including higher education pursuits and formal Coast Guard training.	CG Central Help: Contains CG Central Release Notes and Downtime Notices, and provides access to Training, Workshops, and the CG Central Knowledgebase.

Customizing Content and Layout

The information on each CG Central Tab is organized in **Blocks**. Each Block contains links to Programs and Content. You can customize the Content and Layout for each Tab by selecting which Blocks appear on the Tab, where on the Tab each Block appears, and what Programs and how many articles appear in each Block.



Use the buttons located on the top right of the Block to **Hide** the Block, **Edit** the content shown in the Block, or **Expand/Collapse** the Block.



Use the **Customize Content** link on the Navigation bar (left side of the Tab) to select what Blocks appear on the Tab.
Use the **Customize Layout** link to determine how many columns (2 or 3) appear on the tab, and what Blocks appear in which column.

NOTE: You can also drag and drop Blocks to relocate them on a Tab.
Use the **SAVE PAGE SETTINGS** button (located top right, below the Tab Toolbar) to save any content and layout changes that you want to keep.

After answering these questions, if you determine a Microsite is needed, navigate to the **My Workspace Tab**, then to the **Microsites Block**, and then click **Request New Microsite**. Complete and submit the form. CSD will process your request and respond when complete (allow at least 4 days for review and completion of the request).

- Is the information unclassified and not Encrypted for Transmission Only (EFTO)?

- Is the information appropriate for posting on the Coast Guard's Intranet per COMDTINST 5230.62?

- Does the Microsite's goal support Coast Guard missions, initiatives, and activities?
- Is the information and goal applicable to a specific working group or community, and should it be limited from view of the entire Coast Guard or your unit?
- Is the information appropriate for posting on the Coast Guard's Intranet per COMDTINST 5230.62?

Before requesting the creation of a Microsite, consider the following questions:

- Is there already a Microsite that addresses the same audience and goal? Use the **Browse Microsites** function to scan existing Microsites.

Requesting a Microsite

Participants: Lists the Microsite members and notes their rights and responsibilities.

Programs: Quick links to any program within CG Central.

Meetings: A tool for informing other Microsite members of the details of a meeting (either past or upcoming), including date, time, location, and action items.

To-Do Items: A list of tasks assigned to Microsite members. Includes assigned by, assignee, due date, and status.

Announcements: A place to broadcast messages to some or all members of the Microsite.

Checklists: A group of tasks related to the Microsite.

Discussions: A place for Microsite members to post discussion threads on Microsite topics.

Calendar: Consolidates all individual task and meeting information into a monthly calendar format.

Participants: Lists the Microsite members and notes their rights and responsibilities.

Microsites

Microsites are the areas of CG Central that allow groups to organize and exchange information exclusively among group members. Microsites can be used for a variety of functions, from team or project collaborations to business meetings.

Each Microsite contains a Navigation bar with links to available Microsite features:

- Find** Coast Guard Personnel, Authoritative Coast Guard Content, Detailed Information about Your Unit and Your Readiness, and Practical Information about other Units.
- Manage** the Workflow, Distribution, Publishing, and Lifecycle of nearly any type of Content, including Files, Images, Documents, and Announcements.
- Collaborate** with other Coast Guard personnel through the Microsites Feature.



Publishing Content

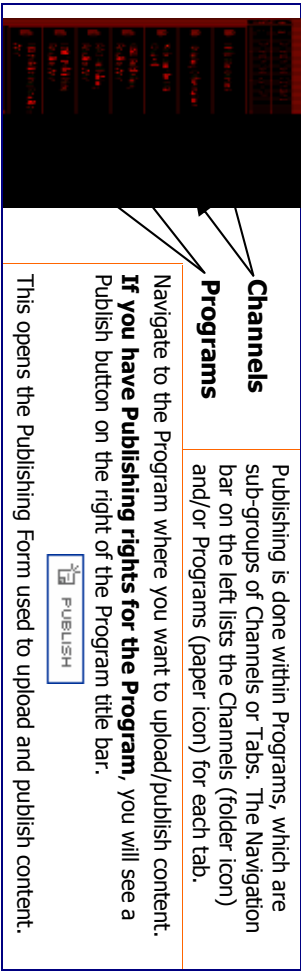
The content available on CG Central consists of documents, images, and other items that have been **Published Online** to the site.

In addition to publishing content, the Publish feature provides a **Workflow** function, which allows users to **upload** content and **assign** the task of reviewing or approving the content to another CG Central user before the item is formally published online.

There are three levels of Publishing permissions*:

- Submitter** – Lowest level; can submit content for review
- Reviewer** – Mid-level; can review content and submit it for approval
- Approver** – Highest level; can submit, review, approve, and publish content online; also referred to as Web Content Managers or **WCMS**.

*Your unit's WCM or Commanding Officer can contact CSD to request publishing permissions for you.



Using the Publishing Form

Content Information: Content Title and Short Description provide the text that appears for the Content listing under the Program. Be descriptive and accurate. Enter Keywords to allow users to find this content when performing an Advanced Search for Information.

Main Content: Use the text box for short textual content, or as a detailed description or instruction field for attached files. Use the Content File Name text box to enter or browse for the document or other item you want to attach to the content entry.

Images: Use this section to display images and their descriptions in the content entry.

Supporting Content: Use Add Attachments for adding files that support the Main Content. Use Add Related Content and Add Related Programs to provide links to supporting or related information that already exists on the CG Central site.

Workflow/Publishing Information: Use Assign to Workflow Process to apply a state to the content: Submit, Review, Approve, or Publish Online. Selecting any but Publish Online creates a Workflow and requires the selection of an Assignee, who will receive the content in their Publishing Inbox. Selecting Publish Online allows you to select the Online Date (date published) and Offline Date (date removed) for the content.

This guide provides quick reference information for some CG Central functionality and is not designed as a substitute for the CG Central Online User Help or CG Central Knowledgebase. Updated 06/2006.

Global Tools and Search

CG Central's Global Tools and Search features appear in the top right corner of the site.		Opens the Alerts interface. Set alerts for: Content, Programs, Tasks, Meetings, and Announcements. When an alert is triggered, this icon turns green, you receive an email, and the alert appears in the Alerts Block of your My Workspace tab.		Information		Advanced Search
Opens your CG Central Profile		Opens the Online User Help		Help		Search
Opens the CG Talk program		Opens the CG Central Profile		Profile		Search
Search for		Search for		Search for		Search for

Search for People: Enter the last name then first name of the person, then click **Go**. Use the Advanced Search option to search using more detailed criteria or to search for specific items like documents.

Search for Information: Enter the search criteria in the text box and click **Go**. Use the Advanced Search option to search using more detailed criteria or to search for specific items like documents.

CG Central's Global Tools and Search features appear in the top right corner of the site.



Meet the new MCPOCG: Charles “Skip” Bowen

Interview by PA1 Mike O’Berry, CG Magazine
Photo by PA2 Susan Blake, USCGR

Boatswain’s mate and “OIC at heart” Charles “Skip” Bowen took the helm as the 10th master chief petty officer of the Coast Guard, June 14.

The 28-year Coast Guard veteran carries a wealth of experience to the post, including a four-month stint as

interim MCPOCG in 2002. He was the command master chief for Coast Guard Headquarters as well as the 7th District. MCPOCG Bowen sat down with COAST GUARD magazine to share his leadership philosophy and how he sees the next few years shaping up for the men and women of the Coast Guard.

How would you define your command philosophy?

I believe in leading from the front. I think that the value of this position stems from the fact that you understand deck plate Coast Guardsmen, that you bring that reality check to top-level decision makers.

I intend to get out (to the field) ... continuing to stay in touch so I can take that back to the boss. So when they’re making high-level policy decisions, I can raise my hand and say, ‘have you considered this? And how it might impact Seaman Y?’

Is there “one thing” you want to accomplish?

I want to make the Coast Guard successful – that’s my one thing. My primary tool for that is marshalling the senior enlisted corps and getting them involved in the direction our service is heading.

How do you plan to support the commandant’s goal of transparency of information?

The bottom line is that I facilitate communications up and down the chain of command. Command master chiefs can reach out and touch all levels of an organization. That facilitates communications. In any organization there are stoppages in communication flow. Sometimes we can take that jumper wire and click here and click here and all of a sudden, the information is flowing again.

What did you think when you were chosen as the MCPOCG?

Working for Adm. Allen as his MCPOCG has been a goal for a long time. He empowers those around him

to be effective. We have a lot of major challenges facing the Coast Guard. I feel strongly that if there ever was a situation where I could really make a positive impact, the time is now.

What past experience will help you do your job?

Mainly, leading and mentoring. I understand people in the field. I understand young petty officers – my son’s one. I think I can make a connection anywhere I go, and that brings instant credibility.

I’m the person that says, ‘this is the impact of this policy that you’re creating on that person, who’s ultimately doing the business of the Coast Guard.’ The mission execution piece is what’s important. If the Coast Guard has value, it’s what the BM3 who’s on that small boat in the straits of Florida is doing. Anything that’s coming out of this building (CG Headquarters) is support for that person.

While there’s a need for policies, initiatives and support, we have to always keep in mind the reason why we’re doing it, and I’m the guy who helps keep the organization focused on that.

What is your favorite Coast Guard moment?

Obviously, my change of watch as the master chief petty officer of the Coast Guard. What could top that? At heart, I’m an OIC. I’m a small unit leader. I’m an operational guy. This is a great way to continue to make a positive impact and work for a boss that I consider one of the best people in or out of the government that I’ve ever met.

What piece of advice would you give junior enlisted?

The way to succeed in life or in the Coast Guard is to find that one thing where you really make a positive impact and you’re really doing something that’s worthwhile. I think the Coast Guard is a good organization to find that purpose.

Is there a message you’d like to leave for the men and women under your charge?

We all have a role. Continue doing what you’re doing. The American public has a high expectation for the Coast Guard. No matter what you actually do in the organization, you are a part of the mission execution spear.

Learn more about MCPOCG Bowen by visiting CG Central.

STATION GRAND ISLE BORDERING ON ISOLATION

STORY AND PHOTOS BY PA3 JAMES HARLESS, 8TH DIST.



THE REMOTE SOUTHEAST LOUISIANA OUTPOST MANAGES A MYRIAD OF MISSIONS FROM STOPPING ILLEGAL FISHING TO CONDUCTING SECURITY BOARDINGS ON THE WORLD'S LARGEST OIL TANKERS

Located 110 miles from New Orleans, Coast Guard Station Grand Isle is as close to isolation a unit can get without being labeled “an isolated duty station.”

With less than 2,000 people in the surrounding community, Station Grand Isle

is probably not the first choice of small boat stations for many Coast Guardsmen. But, for operationally-minded crewmembers, a tour at Station Grand Isle can prove invaluable.

While Station Grand Isle's large area of responsibility makes operations challenging, it's the physical location of the station that makes doing business more

complex. Where most stations are somewhat centered in their AOR, Station Grand Isle is located on the extreme eastern edge — 130 miles from of its AOR's furthest western point.

“I think the perception of Station Grand Isle is generally way off,” Lt. William Gibbons, commanding officer of Station Grand Isle, said. “I really didn't

▲ **LONELY LOCATION** A crew from Station Grand Isle patrols the waterways off the coast of Grand Isle, La., Jan. 25, as part of their homeland security mission. According to Commanding Officer Lt. William Gibbons, few of the Coast Guard's stations have such significant responsibilities spread equally across multiple mission areas.

even have a good idea of what went on at Grand Isle until I got here. The reality is that few of the Coast Guard's 189 stations have such significant responsibilities spread equally across multiple mission areas,” he said. “We really do amazing things down here.”

INTERAGENCY COOPERATION SNARES ILLEGAL FISHING

One of those “amazing things” is Grand Isle's now-routine fisheries enforcement operation.

In 1993, the National Oceanic and Atmospheric Administration mandated that certain long-line fishing vessels must install a

vessel monitoring system. The VMS tracks vessel activities and gives maritime law enforcement agencies a viable new tool.

Few stations have adopted this technology and resource more effectively than Grand Isle, says Gibbons. “This is probably the most effective enforcement tool the Coast Guard has available to identify illegal fishing operations,” he said.

For example, in January, acting on information provided by NOAA's Fisheries Service Office for Law Enforcement, Station Grand Isle crews quickly located and boarded a commercial fishing vessel suspected of illegal fishing activities. Once aboard,

crewmembers found enough evidence to seize the vessel's haul: more than 10,100 pounds of fish.

Further attesting to their dedication, crews spent the night sleeping in a truck and taking turns patrolling the vessel until they could get bids from local fish houses to unload the catch.

This is just one of a long list of cases where the timely and accurate intelligence reports about possible violators led to results.

Through the partnership with NOAA, Station Grand Isle crews have been able to target likely lawbreakers, and in 2005, used a dozen boardings and several seizures to thwart a repeat offender. “We changed how

an entire fleet was operating,” Gibbons said.

But the best part of the success story, according to Gibbons, is that it was one of Station Grand Isle’s own that initiated the partnership with NOAA and proved the program’s viability.

BM2 Ed Frekey, a crewmember with local ties to the fishing community, contacted NOAA and established a workable system.

“This is a great example of the type of people we have — people who think for themselves and find better ways of doing things,” Gibbons said.

ALL IN A DAY’S WORK

When they’re not tracking down illegal commercial fishing operations, station personnel have the responsibility to inspect the world’s largest oil tankers.

OPERATIONAL HOURS SURGED 132% IN 2005 YET THE MISHAP RATE DROPPED 60%

The 1,500-foot long behemoths pull into the Louisiana Offshore Oil Port, which is located 18 miles south of Grand Isle in the Gulf of Mexico, and is the only U.S. port capable of off-loading these deep draft tankers.

“Not too many people are familiar with the LOOP, but this offshore port is one of the most critical pieces of oil infrastructure in our entire nation and is responsible for bringing in 20 percent of our nation’s natural resources,” Gibbons said.

“We know how important the cargo is on these tankers. We come out here and spend a few hours conducting boardings to make sure everything is squared away, so they may continue on

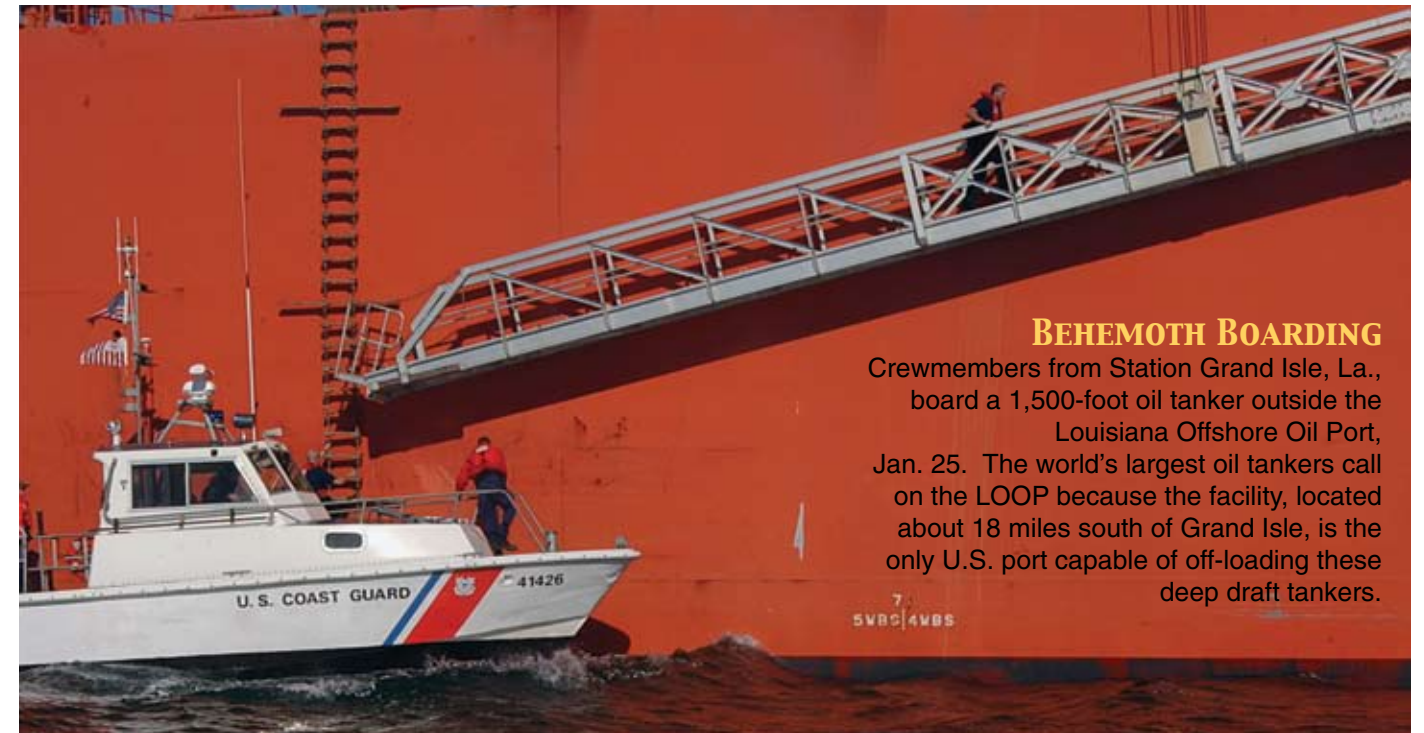
to the LOOP,” BM2 Christopher Hebert said.

Aside from their fishery patrols and oil tanker inspections, station personnel stay busy conducting law enforcement boardings and carrying out search and rescue cases.

In fact, operational hours at the station surged 132 percent — by more than 2,000 hours — in 2005. Yet, despite this drastic increase, the station’s mishap rate dropped 60 percent to fewer than two mishaps per 1,000 operational resource hours.

“We are here to work. We know it’s going to be non-stop for five days. We can get some sleep on our five days off,” Hebert said.

When Hurricane Katrina



BEHEMOTH BOARDING

Crewmembers from Station Grand Isle, La., board a 1,500-foot oil tanker outside the Louisiana Offshore Oil Port, Jan. 25. The world’s largest oil tankers call on the LOOP because the facility, located about 18 miles south of Grand Isle, is the only U.S. port capable of off-loading these deep draft tankers.



◀ **CONFISCATED CATCH** Station Grand Isle, La., boarding team member MK3 Chris O’Connor shows off a Wahoo aboard a seized fishing vessel, Jan. 27. The 10,100-pound haul was allegedly caught using live bait — a violation of federal fisheries regulations.

Unlike pirate and New Orleans patriot Jean Lafitte, who left his home in the bayou nearly 175 years ago when it was destroyed during the Battle of New Orleans, the members of Coast Guard Station Grand Isle, La., are committed to returning after their homes were destroyed by Hurricane Katrina.

Station crew stays the course following Katrina devastation

Story by PA3 James Harless, 8th Dist.

same waters, exact same grounds Lafitte and his men sailed and lived on,” Lt. William Gibbons, commanding officer of Station Grand Isle, said.

Katrina destroyed most of the homes in the vicinity of the station, and left all base housing units uninhabitable. Houses that remained in Grand Isle are too costly for most of the displaced station

members, so many of them live in places as far away as Baton Rouge and the states of Mississippi and Alabama. With members living so far away, the crew established an unconventional duty schedule: five days on, five days off. The schedule allows the crew to remain extremely flexible and adaptable.

“From day one in boot camp, they tell you our motto is ‘Semper Paratus,’ which translates to mean ‘always ready,’” BM3 Wilson Moore said.

“After Hurricane Katrina, I now know why we use this term.”

When Katrina hit, the Station Grand Isle crew were among the initial responders in New Orleans. The station had four boatcrews operating in the city: two 41-foot utility boats on the river moving people out of the city, and two shallow-draft boats conducting search and rescue missions inside the levees.

In addition to saving 40 people the first night, the crew discovered as many as 2,000 people the following day trapped at the University of New Orleans. The ensuing rescue was likely the largest individual rescue effort of the entire response.



“I’ve never seen anything like it,” BM2 Christopher Hebert said. “We launched our boats from the interstate, maneuvered around fires, gas leaks and downed power lines to rescue people. In Grand Isle, we’re always worried about running aground in the mud. In New Orleans, I ran over street signs and six different cars.”

Crewmembers who returned to Grand Isle following Hurricane Katrina operations were met with a station that suffered nearly

\$9 million in damages. Everything on the ground was destroyed by storm surge. Roofs were blown off buildings, and water seemed to damage just about everything.

“After the hurricane, living on an island with no road access, electricity, water, sewage or any other basic functions, was like we had gone back in time,” Gibbons said.

In spite of this, crews continued to meet the operational demands of Station Grand Isle. While not the Battle of New Orleans, the crew of Station Grand Isle still upheld the spirit of Lafitte’s courage and fidelity to the bayou in helping to protect New Orleans.

destroyed most of the homes in the vicinity of the station, many crewmembers had to find accommodations hundreds of miles away. To maintain their high-tempo operations, the crew established a five days on, five

days off schedule that allows them to remain extremely flexible and adaptable. “I take great pride in the professionalism of my people as they rose to meet these immense challenges,” Gibbons said.

Although coming to Station Grand Isle may not be number one on a dream sheet, a tour here will leave members prepared for almost any Coast Guard mission they will encounter during their career. G



ON TARGET

STORY AND PHOTOS BY LT. J.G. ANDREW MUNOZ, CGC STORIS

WITH PINPOINT ACCURACY, THE COAST GUARD SHREDS THE COMPETITION AT THE 2006 U.S. NAVY FLEET FORCES PACIFIC RIFLE AND PISTOL MATCHES

In a sea of Navy woodland and Marine Corps digital camouflage were 13 blue uniforms representing the Coast Guard from units in California, Colorado, Oregon, and Alaska.

The 2006 U.S. Navy Fleet Forces Pacific Rifle and Pistol Matches were held at Marine Corps Base Camp Pendleton, Calif, the first week of May. The event attracted over 180 competitors and some of the best shooters on the West Coast.

The matches give commands and individual Coast Guardsmen the opportunity to participate in both marksmanship training and competition.

REPRESENTING THE BLUE

"It's awesome shooting with so many blue suits," said CWO Brad Wise, the main propulsion assistant aboard the CGC Storis. "I have been competing since the '90s, and I have never competed with this many Coasties!"

AVT2 Dan Ramsey, Air Station Astoria, Ore., echoed the sentiment, "It was great to drive into the parking lot and see a lot of other blue uniforms." Ramsey drove more than 1000 miles to compete.

Six members from CGC Storis, homeported in Kodiak, Alaska, were by far the farthest traveled. The Storis' commanding officer and team captain, Cmdr. Jim McCauley, said they had been preparing all

year for the matches. "Last year we came away as the first place pistol team in the small command category. I am glad to say the effort we put forth in practicing for this year paid off."

The Storis team took first place overall, winning the Pacific Fleet Pistol Team Championship trophy. This was an historic moment, as no other Coast Guard team has accomplished this achievement.

"I am proud. Proud of the team and proud to have represented the Coast Guard," said McCauley. The Storis team was able, in part, to make it to the competition through grants from Coast Guard Morale Welfare and Recreation.

Lt. j.g. Vince Jansen, an HH-60 Jayhawk helicopter pilot from Sector San Diego, was awarded the trophy for First Place Grand Aggregate for the highest combined pistol and rifle scores among Navy and Coast Guard competitors.

Lt. Jim Knapp, Coast Guard Headquarters, took the 2nd Place Grand Aggregate Trophy. The team representing the 11th District, drawing members from Sector San Diego and Air Station Los Angeles, took the Third Place Pistol Team Trophy.

Coast Guard domination is not confined to the West Coast competitions. Weeks after the Storis' win, a team of Coast Guardsmen took the pistol team championship trophy at the Atlantic Fleet Matches held at Dam Neck, Va.

NO ALIBIS Ensign Joshua Boyle fires from the 300-yard line during the 2006 U.S. Navy Pacific Fleet Forces Rifle and Pistol Matches, held at Camp Pendleton, Calif., May 4.

ABOVE THE CUT

Wise, a distinguished pistol shooter, is working toward his distinguished rifle badge. His rifle scores this year earned him a silver medal for scoring among the top ten percent of Navy and Coast Guard shooters.

Few know about the awards available to Coast Guardsmen who compete at Fleet matches, All Navy matches, interservice matches and the National Championships held at Camp Perry, Ohio. During these matches, members have the opportunity to shoot the Excellence-in-Competition match, or EIC as it is better known, where they have the chance to “leg.” Those who earn medals also earn leg points toward becoming recognized as a distinguished pistol shot or distinguished rifleman.

“The way it works, you can only compete in three EIC matches a year – four if you also participate in the EIC at Nationals. So you only get a couple of chances to leg a year,” said Wise. “You need 30 leg points total to be

distinguished. A gold medal will get you ten points, a silver eight and a bronze will get you six. And there’s a limit on how many medals that can be awarded at each match. For a competition of 100 people, one gold, three silver and six bronze medals will be awarded.”

Wise is working on becoming double distinguished. He says that since records have been kept dating back almost 80 years, fewer than 40 Coast Guardsmen have been distinguished in both the rifle and pistol.

A SHOOTING COMMUNITY

“At work or even after work we are either officers or enlisted. But when we cross the line at the range, we are all just shooters,” explained Ramsey.

Navy and Coast Guard competitors shoot together as members of the U.S. Navy Marksmanship Team. The only requirement to become a member is to compete in a match. The sense of camaraderie that spans all ages, experience levels, and branches of service is


demonstrated by an always open invitation for new shooters and the continuous sharing of techniques and information.

“Shooting is as much competing against yourself as it is against others,” said Wise. “Why not help the other guy improve? More power to them!”

To help new shooters get involved in the sport, the U.S. Navy Marksmanship Team, the organizers of the Fleet and All-Navy matches, makes match grade .45-caliber service pistols and AR-15 rifles available for loan to Coast Guard members on the day of the competition. Distinguished shooters provide how-to clinics for new competitors as well as one-on-one coaching for inexperienced shooters.

Sometimes it is literally hit or miss for new shooters, although some even surprise themselves as AMT2 Randy Martin, Sector San Diego, did. He competed for the first time in pistol and earned recognition with

the highest score for new pistol shooters.

“It’s a good time! Everybody should give it a try,” an enthusiastic Martin said with a smile. 

Coast Guard members who are interested in competitive shooting should visit the U.S. Navy Marksmanship Team web site at <http://www.usnst.org>. To apply for MWR sports grants visit the MWR web site at <http://www.uscg.mil/mwr/>.



▲ **FIRING LINE** Lt. j.g. Jennifer Leong, CGC Storis, fires from the 50-yard line in a national course pistol match.

▲ **RECOIL** Ensign Joshua Boyle, CGC Storis, fires from the 50-yard line in a national course pistol match.

◀ **TEAM COAST GUARD** Shooters pose with the Pacific Fleet Pistol Team Championship Trophy and show off the individually awarded 1st and 2nd place Grand Aggregate Awards.

Orient Express

Story and photos by PFA3 Brian Leshak PacArea

Crewmembers on the CGC Rush's bridge carefully maneuver their ship within a few yards of a pier. Down on the weather decks, Seaman Ryan Cook yells, "heads up on the pier," as he heaves line into the hands of a pier-side line handler.

WELCOME, UERUKAMU, Members of the Japan coast guard stand on a pier waiting to greet and assist members of the CGC Rush during their arrival to Yokohama, Japan, May 22.

The Rush is in Japan to share ideas and techniques with the Japan coast guard during numerous exercises held off the coast of Japan.

The Rush, a 378-foot high endurance cutter homeported in Honolulu, had been at sea for only a few days since its last port call, a drop in the bucket compared to previous patrols the cutter has seen. But it was a short leg on a historical journey: the first time a major U.S. Coast Guard cutter made a visit to mainland China since the World War II era.

China was the last of three stops for the Rush's crew. During the patrol, the cutter visited three Asian countries and participated in the Japan coast guard's Sea Review, the Korea coast guard's hosted North Pacific Coast Guard Forum Multi-Lateral/Multi-Task

Exercise, and professional exchanges with the China maritime law enforcement service,

The Rush's first stop after leaving Honolulu, May 9, was in Yokohama, Japan, where the crew participated in the Japan coast guard's Sea Review and comprehensive drill. The Japan coast guard uses the Sea Review to display their capabilities to onlookers aboard four reviewing ships, including the Rush.

"While we were in Japan, a lot of sharing of capabilities happened," said Capt. Dana Ware, commanding officer of the Rush.

"The United States and Japan coast guards are most

closely aligned out of all the coast guards we worked with this summer," said Ware. "Some of the training tools I saw during our visit just blew me away, and I don't see any reason why we can't share ideas with each other to better our own Coast Guard."

After a week in Japan, the Rush departed for Busan, Korea, to join coast guard ships from Japan, Korea and Russia moored alongside one another at a newly constructed pier for the Korea coast guard's first North Pacific Coast Guard Forum Multi-lateral/Multi-task Exercise.

"In preparation for the at-sea exercise, members from the attending coast guards rotated to each ship, sharing information regarding search and rescue, engineering, law enforcement and navigation," said Ware. "Each ship had workshops set up aboard where crewmembers rotated to observe the way each coast guard performs its duties."

The complex, multi-lateral/multi-task exercise required the attendees to work together to achieve one large task. Coast guard members from China, Canada, India and Australia also attended the exercise as observers.

The underway exercise began with a planned pyrotechnics explosion onboard a Korean training ship. The Korea coast guard acted as the on-scene commander and coordinated the exercise response. Korea and Russia responded to the explosion with their own firefighting capabilities, followed by the Japan and Korea coast guards using small boats to rescue people in the water.

"After that we sent our rescue and assistance team to board the training ship, assess the damage and prepare it to be towed by the Rush," said Ware.

Once the exercise was completed, the Rush departed for its next obligation, a visit to Qingdao, China.

The Rush arrived the morning of June 11 to the China coast guard's band playing a rendition of "Semper Paratus." The China coast guard is part of China's Ministry of Public Security, a relationship similar to that of the U.S. Coast Guard and the Department of Homeland Security.

While in Qingdao, the Rush's boarding team, along with members from the Pacific Area Tactical Law Enforcement Team, met with members from the China coast guard to exchange boarding tactics and explain how each respective service performs its duties.

"The China coast guard was very interested in the way we do things," said BM2 Sean McNamara, a member of PacTactlet. "They love how we can handle a drug bust one day and be versatile enough to turn around the next day and handle an alien migrant interdiction operation."

A day after the round table discussion with the China coast guard, boarding team members from China and the United States collaborated to perform an actual boarding of a Chinese fishing vessel. The China coast guard's Maj. Gen. Chen Weiming and the U.S. Coast Guard's Vice Adm. Charles Wurster



▲ **WARM RECEPTION** Coast Guard members from seven nations to include South Korea, Russia, Japan, China, Canada, India and the United States attend a welcoming reception hosted by the Korea coast guard on a flight deck of one of their ships in the port city of Busan, Korea.

▼ **CHINA WELCOME** Members of the China coast guard hold a welcoming banner during the CGC Rush's arrival to Qingdao.



SECURITY ENHANCED BY INTERNATIONAL PARTNERSHIP

Story by Lt. Cmdr. Glynn Smith, PacArea



The Honolulu-based CGC Rush will spend much of Summer 2006 conducting illegal, unreported and unregulated fisheries enforcement in the North Pacific Ocean. Even if no unlawful activities are disrupted, the patrol will pay an important dividend of better security for the U.S.

Unknown to many people, the Coast Guard has been working alongside coast guard-type agencies around the North Pacific since 2000 to collectively develop an organization known today as the North Pacific Coast Guard Forum, which seeks to enhance collaborative efforts in maritime safety and security.

"We are investing in our Nation's future," said Vice Adm. Charles Wurster, commander, Coast Guard Pacific Area, adding, "As it continues to develop, this forum will improve security in the North Pacific Ocean, which directly affects our Pacific states and territories."

NPCGF member nations include Canada, China, Japan, South Korea, Russia, and the United States, who are represented in the forum by their coast guards or other equivalent agencies.

The forum helps cultivate international cooperative efforts between member nations on environmental response, protecting natural resources, monitoring international maritime commerce, and curtailing illegal drug smuggling and migration. These efforts are focused on the North Pacific Ocean, which includes the U.S. West Coast, Hawaii, and Alaska; U.S. territories; and the new 1,400-mile Northwest Hawaiian Islands Marine National Monument established by President Bush on June 15.

"All six nations have a mutual interest in this region of the world," said Wurster. "By working together, we can increase our effectiveness in areas

Continued on Page 27




observed each other's boarding procedures from the pier. "I was impressed that they have the same phases of a boarding that we do," said McNamara. "They board the vessel, and immediately take control of the bridge and engine room."

After five days in China, Werster said to the Chinese delegates, "You and your staff have been extraordinary partners in supporting our professional exchange activities for the mutual benefit of our organizations."

The Rush departed Qingdao to begin the final phase of its patrol, where it — along with coast guard colleagues from Japan, China, Canada and Russia — hit the high seas to put the results of their professional exchanges to work in the fight against illegal, unreported and unregulated fishing.

"We'll be working with members of the North Pacific Coast Guard Forum during this operation to detect and deter illegal fishing on the high seas," said Ware. "Japan, Canada, Russia and the United States will be providing air support and we'll be out here with Russia and China providing ship support."

The Rush's crew traveled more than 8,000 miles during its mission to three foreign countries, assembled three large receptions in each port for more than 800 attendees, and conducted more than a dozen professional exchanges, all while representing the United States of America.

"Not only did we forge bridges between the U.S. and our foreign partner coast guards, but we took steps to impact Sino-American relationships on a broader level," said Ware. "My crew personified the Coast Guard core values, and based on what I've observed throughout this patrol, the future of our Coast Guard is in good hands." 

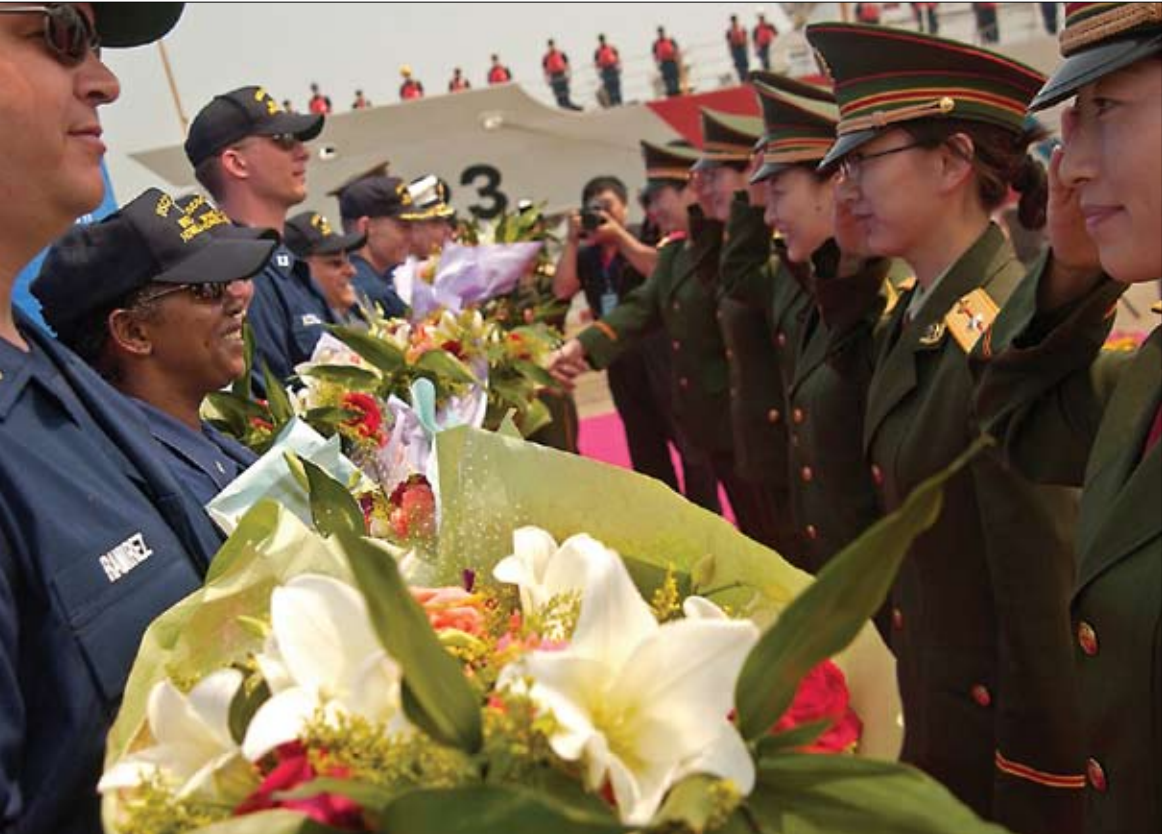


▲ INTERNATIONAL LAW ENFORCEMENT

BM3 Steven Gomez handcuffs a stowaway during a mock boarding aboard a Chinese fishing vessel, near Quindao, China. Members of the CGC Rush's boarding team and members from the Pacific Area Tactical Law Enforcement Team participated in the boarding during a professional exchange with the China coast guard.

◀ FLOWERING RELATIONSHIP

China coast guard members present FSCS James Ramirez and his fellow CGC Rush crewmembers flowers during a farewell ceremony. Rush spent four days in China in a professional maritime law enforcement exchange.



like fisheries enforcement, search and rescue, oil spill response and securing international shipping."

The Rush spearheaded the Coast Guard's recent involvement in combined training, information sharing, professional exchange and cultural enrichment activities during the first phase of its patrol. These include:

- Eight days of Japan and U.S. bilateral events in Yokohama, Japan, beginning May 21.
- Seven days of combined (all six Forum nations) events in Busan, South Korea, beginning June 2. Officials from Australia and India also attended the activities as observers.
- Five days of China and U.S. bilateral law enforcement exchange activities in Qingdao, China, beginning June 11, during which Rush became the first major Coast Guard vessel to visit mainland China since World War II.

The Honolulu-based CGC Jarvis participated in similar activities in Japan and South Korea in 2005.

"Our training activities have added real substance to the forum," Wurster said. "We are making steady progress in working together and building dependability between our organizations."

Rush's departure from China represents the second phase of its mission. During this phase, Rush will conduct combined IUU fisheries enforcement operations with NPCGF partner agencies in the North Pacific Ocean. The Rush will patrol to deter and detect IUU high seas fishing activity using available air and surface assets to ensure compliance with the United Nations General Assembly High Seas Drift Net moratorium (UNGA Resolution 46/215) and the Convention for the Conservation of Anadromous species in the North Pacific.

The current enforcement effort will involve patrol aircraft support from Canada, Japan, Russia and the U.S. The Rush, along with a Chinese and a Russian vessel, will provide on scene enforcement capabilities. Additionally, China is providing a Fisheries Law Enforcement Agency representative to ride aboard Rush and assist with enforcement activities.

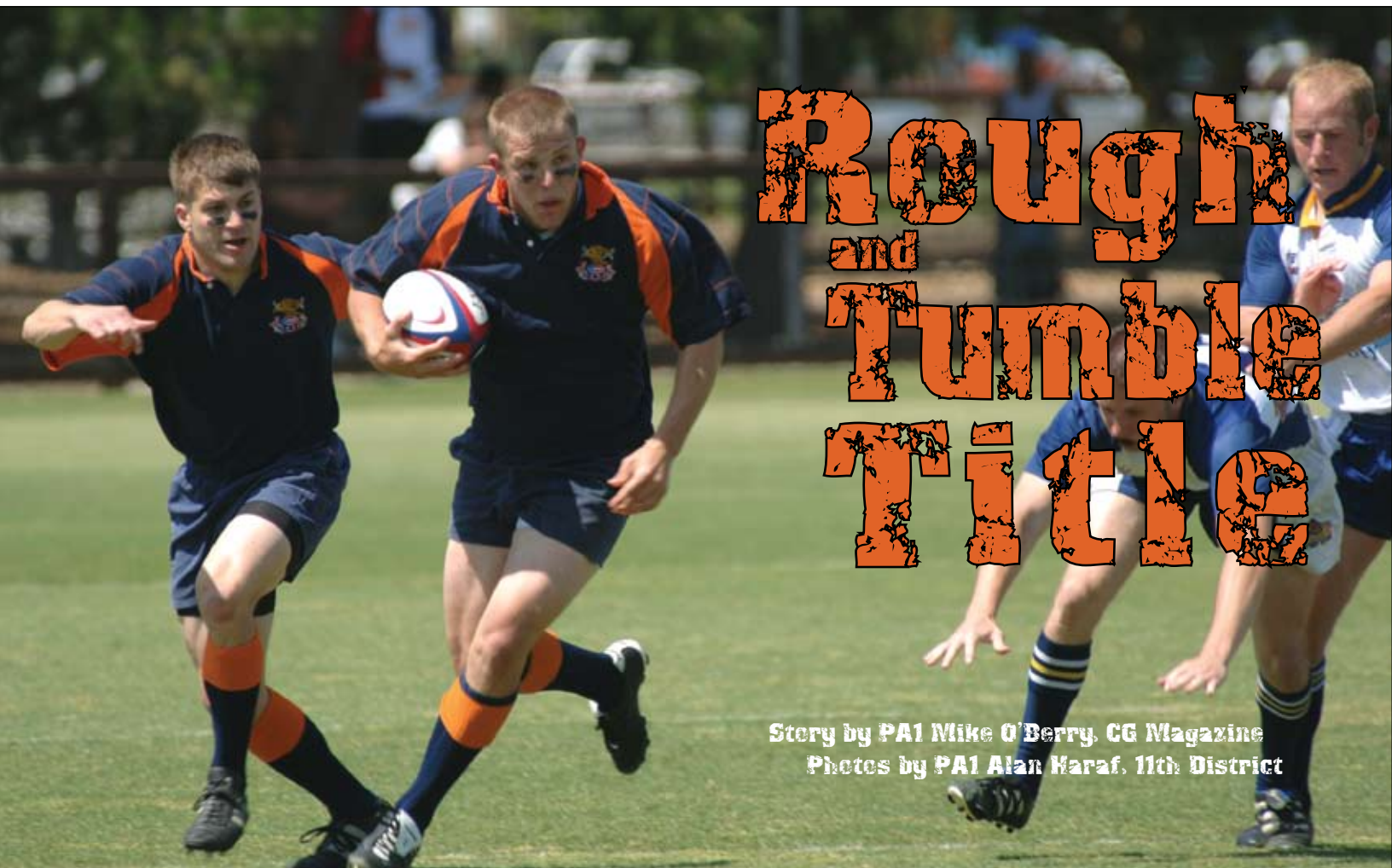
"We are focused on conducting effective operations that will leverage resources from each forum nation," said Wurster. "By working together, we can help each other protect the North Pacific Ocean and secure our borders."



BEARING GIFTS Rear Adm. Sally Brice-O'Hara, commander, 14th District, presents Vice Adm. Hugami, Vice-Commandant for Operations of Japan coast guard, with a gift during a reception held onboard the CGC Rush. The Rush is in South Korea participating in the 2006 North Pacific Coast Guard Forum Multi-lateral/Multi-task Exercise where members of the cutter are training with coast guards from South Korea, Russia, Japan, China and Canada.

Photo by PA3 Brian Leebak, PacArea





Rough and Tumble Titles

Story by PA1 Mike O'Berry, CG Magazine
Photos by PA1 Alan Haraf, 11th District



◀ **PAINFUL PITCH** Coast Guard Academy cadet Greg Dahl is tackled by a Northern Colorado defender.

▼ **GAME MVP** Coast Guard Academy cadet Jon Takahashi makes a move on a Northern Colorado defender. Takahashi scored 12 of the Coast Guard's 17 points in the championship game.



◀ **LEADER OF THE PACK** Coast Guard Academy cadet Pat Plummer (with ball) is joined by teammate Greg Dahl on the rush against Northern Colorado in the Division II rugby national championship held at Steuber Rugby Stadium on the grounds of Stanford University in Palo Alto, Ca., May 6. The sixth-seeded Bears became the lowest seed to win a Division II national title when they upset top seed and defending national champion Northern Colorado, 17-12.



Coast Guard Academy notches NCAA Division II Men's Rugby National Championship

The Coast Guard Academy men's rugby team achieved the improbable when they walked off the pitch (field) battered and bruised, but hoisting the NCAA Division II Rugby National Championship trophy high overhead. The underdog Bears became the lowest seed to win a Division II national rugby title when they upset top seed and defending national champion Northern Colorado 17-12 on the grounds of Stanford University in California, May 6.

"We've been knocking at the door the past three years," coach Lt. Cmdr. Steven Wittrock said. "It feels good to finally get it done."

Northern Colorado controlled the pace early in the match, building a 6-0 lead before the Coast Guard's top scorer, Jon Takahashi, notched a penalty kick score 20 minutes into the match. Takahashi provided all of the Coast Guard's first half scoring, adding a try (similar to a touchdown in football) and a conversion to his

penalty kick to give the Bears a 10-6 halftime lead.

"We weren't afraid of the number one seed," Wittrock said. "But, they were frustrating us with the way they were hanging on to possession in the first half. Of course there's concern when you're down in a championship game, but we were relaxed and not anxious at all."

In the second half, the cadets were able to control the tempo, holding Northern Colorado to a pair of penalty kicks. When Takahashi converted Ben Lethod's try with less than seven minutes left in the match, the game was virtually out of reach for Northern Colorado and the Academy was on its way to winning its first ever rugby national championship.

Wittrock credits the team's off-season conditioning program and tough spring exhibition matches for their success.

"We worked very hard in the off season," Wittrock said. "We were definitely the fittest team in the

tournament, which clearly showed in how we were able to take over in the second half. It was nice to see the team's off-season hard work pay off."

The Academy plays in a fall season, so maintaining focus through the winter was paramount. A grueling spring exhibition season primed the team for success. "Playing well against Division I teams like West Point really gave us a lot of confidence," Wittrock said.

Plus, they've been there before. According to Wittrock, the media gave them little chance to win, but he knew better.

"We knew we were just as good as they were," Wittrock said.

Before this year's title, the academy rugby team reached the national Elite 8 in 2005, and in 2004 ended their season as Northeast Champions.

The Bears' road to the national championship game went through Orlando, Fla., where they won both of their Elite 8 matches. The Academy dominated their first round opponent, Salisbury State, winning 22-7 on April 22, before squeaking out a 12-6 victory the next day against Humboldt State University. G

— Lt. Cmdr. Steve Wittrock, coach

"We were definitely the fittest team in the tournament, which clearly showed in how we were able to take over in the second half."

▲ **CHAMPION HOIST** Coast Guard Academy cadet Jon Takahashi lifts the prize for winning the Division II National Rugby Championship, May 6. The Academy beat defending champion Northern Colorado, 17-12.

FIRST into the



FRAY

Story and photos by PA1 Tasha Tully,
PADET St. Petersburg

Before Katrina made a bead on New Orleans, an Air Station Clearwater crew charged into the hurricane's chaos off the Florida coast to attempt the seemingly impossible and launch themselves into rescue history

Two hundred fellow Air Station Clearwater crewmen rose from their seats in a standing ovation as four modern-day heroes were presented with the first Distinguished Flying Crosses for operations conducted during Hurricane Katrina.

On Jan. 27, then Commandant Adm. Thomas Collins presented aircraft commander Lt. Cmdr. Craig Massello, copilot Lt. j.g. David Sheppard, flight mechanic AMT2 Robert Cain, and rescue swimmer AST3 Kenyon Bolton with the prestigious award for their daring 12-hour rescue of three people off the sinking fishing vessel Mary Lynn amidst the chaos of Hurricane Katrina.

The HH-60 Jayhawk crew's duty day on Aug. 26, 2005 began like any other day at 7 a.m., but it wouldn't end until 10 o'clock the next morning. Within those 27 hours, the four men were tried, tested and pushed to their limits off the southwestern Florida coast.

The story unfolds with a report of an activated Emergency Position Indicating Radio Beacon from the Mary Lynn 85 miles west of Key West, Fla., just 10 miles from the eye of Katrina.

Massello immediately began assessing the risks before making the 210-mile trek to the Mary Lynn.

"I didn't know what to think," said Massello. "When I checked the initial information,

I noticed the position of the Mary Lynn was in the middle of Katrina's radar picture. I spent about 10-15 minutes looking at the radar, thinking of how we would proceed and talking it over with our operations officer."

The crew took to the air at about 10 p.m. in 40-knot winds, determined to rescue the three people stranded aboard.

"For the first 100 miles or so, the weather was the same: scattered showers, 45-knot winds, gusty and dark. Then things started to deteriorate," Massello said. "The winds were sustained at 75 knots with gusts up to 85



knots. I couldn't make out the water even though we were only 300 to 500 feet high."

Massello was then told that the Mary Lynn crew launched a life raft, which capsized and sent all three people adrift in 40-foot seas. This forced the crew to abandon their original plan of approaching the storm from the back in an effort to maneuver through the weaker portions of rain bands and wind. Now, they found themselves flying through the front right quadrant of Katrina, the strongest portion of the storm.

"The sound of the rain was constant, and there was absolutely nothing that could be seen through any of the windows for hours," Sheppard said. "We had no concept of the surface conditions or if we were even in the clouds or not."

With the aircraft taking a beating and apprehensions running high, the crew was rewarded with good news. A Clearwater-based C-130 was providing cover and relayed that the report of the ship's crew being in the water was incorrect. The life raft had capsized and floated away, but the Mary Lynn crew was still aboard the vessel. "We all breathed a sigh of relief," Massello said.

The good news, however, gave no reason to relax. The weather conditions were treacherous. At times, the heavy rain bands forced the crew 90 degrees off course, and the three-hour trudge to the Mary Lynn proved greedier on fuel than originally anticipated.

Because of the excess fuel consumption, the Jayhawk would

◀ RESCUE WARRIOR AST3

Kenyon Bolton dodged sharks, a bent quick stop bail hinge, and hurricane-force winds and waves to safely rescue three boaters from a sinking vessel off the Florida Coast, Aug. 26, 2005. The extraordinary Hurricane Katrina rescue earned him and three Air Station Clearwater crewmembers Distinguished Flying Crosses.

Distinguished Flying Cross

Katrina rescuers rewarded for aerial heroism

Thirty Coast Guardsmen participating in Hurricane Katrina rescue operations have earned the prestigious Distinguished Flying Cross.

One of the Coast Guard's highest decorations, the Distinguished Flying Cross is awarded to any officer or enlisted of the Armed Forces of the United States for "heroism or extraordinary achievement while participating in aerial flight."

The first Distinguished Flying Cross was awarded to Capt. Charles Lindbergh for his 3,600-mile solo flight across the Atlantic in 1927. On May 12, 1938, Lt. C.B. Olsen was the first Coast Guardsman awarded the Distinguished Flying Cross for "heroism in removing Lt. Col. Gullion, U.S. Army, from the Army transport ship Republic."

In addition to Massello, Sheppard, Cain and Bolton, the following personnel were also awarded the Distinguished Flying Cross:

Lt. Cmdr. Jacob Brown
ATC Mobile

Lt. Cmdr. Thomas Cooper
Air Station New Orleans

AST2 Brian Doolittle
ATC Mobile

Lt. Jason Dorval
Air Station Cape Cod

AST1 Timothy Fortney
ATC Mobile

Cmdr. Patrick Gorman
ATC Mobile

Lt. Gregory Houghton
ATC Mobile

Lt. Cmdr. Brian Hudson
ATC Mobile

Lt. David Johnston
Air Station New Orleans

Lt. Cmdr. Scott Langum
ATC Mobile

AST3 Mitchell Latta
ATC Mobile

AST3 William Lawson
ATC Mobile

AST3 Jason Leahr
ATC Mobile

AST3 David McClure
Air Station Houston

Cmdr. Michael McCraw
ATC Mobile

Cmdr. William McMeekin
Air Station Clearwater

ASTC Martin Nelson
ATC Mobile

Cmdr. James O'Keefe
ATC Mobile

Lt. Olav Saboe
Air Station New Orleans

Lt. Cmdr. William Sasser, Jr.
ATC Mobile

AST2 Joel Sayer
ATC Mobile

AST1 Jason Shepard
ATC Mobile

Lt. Cmdr. Mark Vislay, Jr.
ATC Mobile

ASTC Christopher Walker
ATC Mobile

AST1 John Williams
ATC Mobile

Lt. j.g. Shay Williams
Air Station New Orleans



"I'll never forget the first time I saw that vessel and the size of the waves it was in. It looked like a toy boat getting tossed around."

— AMT2 Robert Cain
Air Station Clearwater



have had only about 15 minutes on scene. As tempting as it was to pull the survivors from the sinking ship, the crew feared a rushed job might result in someone breaking free and being swept to sea.

Massello concluded that keeping the people aboard a sinking, but lit, and therefore visible, ship was wiser than putting more lives in danger. Massello decided to head to Key West and refuel the aircraft before attempting a rescue.

"I'll never forget the first time I saw that vessel and the size of the waves it was in," Cain said. "It looked like a toy boat getting tossed around. I could see the crew on the stern of the vessel holding on and looking up at us."

Massello found comfort in his decision to refuel during the

flight to Key West. The helicopter fought 75-knot headwinds and its computer was estimating that the 90-mile trip, which would usually take 45 minutes to complete, would now be a two-hour flight.

By Massello's estimate, the 1,500 pounds of fuel remaining roughly translated to an hour and twenty minutes of flight time.

Before taking off from Clearwater, the aircraft had been filled to maximum capacity with five and a half hours worth of fuel. By the time they landed in Key West at 3 a.m., they had been in the air for about five hours.

When they returned to the Mary Lynn, dawn had broken and daylight gave the crew additional visual cues. Because of the conditions, Massello insisted that for his own safety, Bolton would not come off the cable at any point during the hoists. This meant that the Mary Lynn crew (Mark Gutek, Anita Miller and Charles White) would have to jump in the water to be rescued.

"The first hoist wasn't pretty," Cain said. "When we were in position near the back of the boat we got too close; he (Bolton) swung and hit part of the stern. Then, right before I put him in

◀ **WING MAN** Air Station Clearwater crewmember AMT2 Robert Cain manned the hoist during a daring Hurricane Katrina rescue of three people aboard the Mary Lynn about 85 miles west of Key West, Fla., Aug. 26, 2005.

the water, I had him too low on the hook and he hit the front side of a wave."

"The wind was blowing so hard that my fins were forced downward, and our hover was more like forward flight," Bolton said. "Miller jumped in the water and I swam over to her and wrapped the quick strop behind her back."

While Bolton prepared for the hoist, the cable jerked him so hard that it wedged into his harness. The metal v-rings of the quick strop had slipped off and the hook was jammed open. Bolton quickly replaced the v-rings and closed the hook. Cain hoisted the pair into the helicopter where Bolton inspected the hook and saw that the bail-hinge was bent slightly, making the bail tough to move, but still operable.

"During the second hoist, a life ring line that the survivors were using when they jumped into the water got tangled around the hoist cable," Cain said. "This is a very serious situation because we are attached to the boat at this point and if it starts to sink, it could pull us down with it."

Moreover, the cable could snap and may spring up into the rotor system. The last survivor saw the entangled lines and helped Cain free the hoist cable.

During the second hoist, Bolton had an unwelcome visitor.

"I began securing Gutek into the quick strop and saw a two to three-foot shark swim between my legs," said Bolton. "I was surprised it was so close to the surface in such rough weather. It made me think twice about what was out of sight."

The third, and final, hoist went well and soon White was safe aboard the helicopter with his fellow crewmembers. The entire

operation took about 30 minutes.

"On the return flight Rob (Cain) and I had to tend to the survivors," Bolton said. "We gave them food, and I bandaged the captain's (Gutek) hand where he had been badly burned by a flare."

Although Key West was closer, the unwavering headwinds caused Massello and Sheppard to decide that the journey to Clearwater would be a smoother flight.

"Our ground speed was around 200 knots, which is ridiculous for a helicopter, and we made record time back to the air station," Sheppard said. "Everyone was a bit giddy. Partly, I think, from disbelief in what we had just lived through, and partly because of sheer exhaustion."

At 10 a.m., twelve hours after they had departed, the crew touched down on familiar ground.

"Just reading our names along with the names of famous aviators like Charles Lindberg and Amelia Earhart is humbling, and an incredible honor to say the least," Massello said. "We began the duty day just like any other; who would have thought it would become part of Coast Guard history and one we would never forget." ☞



▲ **STEADY THROTTLE** Lt. Cmdr. Craig Massello piloted the Air Station Clearwater HH-60 Jayhawk through Hurricane Katrina's strongest winds to reach the disabled Mary Lynn about 85 miles west of Key West, Fla., Aug. 26, 2005.

Katrina Heroes

Rooftop rescuer faces down knife-wielding trio to earn the Coast Guard Medal



If battling the natural dangers left by Hurricane Katrina weren't enough, when rescue swimmer AST3 Robert Williams dropped down to a hotel rooftop near Lake Pontchartrain in New Orleans, he faced a more personal danger: three men with knives.

On the evening of Sept. 1, Williams was part of an HH-65B helicopter rescue crew from Air Station Corpus Christi that was dispatched to

rescue 150 people stranded atop a Day's Inn. As Williams disconnected from the hoist, three men brandishing knives and claiming to have a gun threatened to kill him if they were not rescued first. With only his survival knife, Williams faced down the men and led an orderly evacuation. Williams stayed on the roof with the armed men, maintained order and was the last to leave.

For his remarkable initiative, exceptional fortitude and daring in spite of imminent personal danger, Williams was awarded the Coast Guard Medal.

▲ AST3 Robert Williams is congratulated by his mother, Doryne Storms (center), and grandmother Joanne Miller after he received the Coast Guard Medal in a ceremony at Air Station Corpus Christi, Texas, May 17.

Legion of Merit

Handful of Katrina responders pin on esteemed Legion of Merit

Five Coast Guard officers were awarded the Legion of Merit for their roles in the successful rescue operations of Hurricane Katrina:

Capt. James Bjostad
Sector Mobile

Lt. Cmdr. Shannon Gilreath
MSU Baton Rouge

Capt. Bruce Jones
Sector Lake Michigan (Air Station New Orleans)

Capt. Robert Mueller
Sector New Orleans

Capt. Frank Paskewich
Sector New Orleans



In addition, retired 8th District Commander Rear Adm. Robert Duncan was awarded the Distinguished Service Medal for his exceptional performance throughout Hurricane Katrina as well as for his illustrious Coast Guard career.

GOLDEN

STORY BY LT. J.G. JAMES HORS

PHOTOS BY LT. J.G. LORALEIGH WHITESIDE, MSST 91104

OPPORTUNITY

MSST LIGHTS UP FORT KNOX, INITIATES GROUND BREAKING TRAINING

While most widely known for protecting the Nation's gold reserve and the 1964 setting for the James Bond movie "Goldfinger," Fort Knox, Ky., is also home to the Salt River range, a unique weapons training site for operators of Army watercraft, Navy Special Forces, and civilian law enforcement agencies. Until recently, the Salt River was used exclusively by these entities. The Galveston, Texas-based Maritime Safety and Security Team 91104 teamed up with Sector Ohio Valley, Office of Operational

Planning, New Orleans and the Army to coordinate an unprecedented Homeland Security training initiative at Fort Knox.

Several months ago, this range was discovered by Coast Guard Sector Ohio Valley as a realistic and more practical training environment for the M240B machine guns mounted onboard the Coast Guard's Homeland Security response boats. Because of this weapon's longer range capabilities, live-fire exercises are typically conducted well offshore to maintain safe distances from land, structures, and people. According to BMC Ty Farrell of MSST Galveston, "Offshore shoots like these do not always provide realistic scenarios and sometimes deviate from the 'training like you fight' concept." They also



RAPID RIVER RESPONSE A 25-foot response boat from MSST 91104, based in Galveston, Texas, roars up the Salt River during a live fire training exercise at Fort Knox, Ky., April 17.

narrow the windows of opportunity to train. Often the weather, rough seas, and state laws hamper the Coast Guard's ability to meet its own training frequency requirements. Once the sea state exceeds the boats' operational limitations, the exercises must cease.

Other than the occasional hindrances caused by high water, the Salt River took away most of the off-shore obstacles, providing for smooth training both day and night. A careful watch was kept on the river conditions in the weeks prior to the training through pre-deployment Site Surveys and US Army Corps of Engineers data. Lt. Steven Garcia, the MSST's executive officer, referred to the finding of the Salt River as, "hitting pay dirt — literally!"

The initial training objective was to evaluate the Salt River for use by the Coast Guard as an alternative site to exercise tactical weapons fired from the 25-foot response boats, including small arms and rifles. The range allows shooters to fire upon targets on land rather than open water, which presents a far more likely scenario for a typical homeland security mission.

While the exercise lasted just two days, it was months in the planning. The logistical challenges ranged from transporting and storing various weapons and 18,500 rounds of ammunition over 2,000 round-trip miles, to berthing and feeding dozens of Coast Guard men and women — 50 members from MSST Galveston and six from Sector Ohio Valley. "It was a lot of work, but well worth it," said MSTC Shawn

Lootens of the MSST's Planning Staff.

To train safely, and in accordance with a host of Army regulations, select Coast Guard members attended a detailed range safety course. The sessions prepared these members to not only supervise training operations on the Salt River, but also handle any situations that may arise. Range control communications and medical emergencies were among the many issues covered. On this course, Lt. David Block, the MSST's operations officer, commented that, "After I attended, I was confident and felt more than capable of running a safe and efficient range. It was good stuff."

The range has a variety of land-side targets, from old motor vehicles to silhouettes ducking out around trees. Each of these targets could be engaged in a variety of tactical maneuvers, and speeds from idle to full out added a sense of realism. "I think the training was much more realistic because we had multiple targets to engage on land, and was more like the operating environments we're used to working in," said BM2 Darren Conner, MSST Galveston. "Another thing is that it broke the monotony of simply 'shooting holes' in the waters of the Gulf of Mexico."

The exercise also proved to be great training for the response boat operators and their crews. They were able to sharpen their driving and team coordination skills in the narrow river, as they continuously maneuvered to give each gunner the best angle of attack. Trainees also had the opportunity to

practice small arms and rifle fire from moving boats, yet another unique opportunity. "It was the best, most real Coast Guard training I've ever experienced," said MST3 Troy Simoes, MSST Galveston. He was not alone in his opinion. DC2 Andrew Royse of Sector Ohio Valley labeled this as "awesome training." In fact, comments from all of the participants were favorable. Most conveyed what MK2 Tate Wagers of Sector exclaimed, "This was real-life stuff. Great training!"

These comments tell the story. The realism and practicality of the Salt River range for response boat weapons and tactics training provides an excellent training opportunity for Coast Guard commands. 



TRACKING, STARBOARD BOW GM3 Ryan Whitley takes aim with the M240B from the bow of the 25-foot response boat during a live fire training exercise.



Kicking Good Time

Coast Guard foursome earn spots, captaincies on All-Navy soccer squad

Story by PA1 Mike O'Berry, CG Magazine
Photos by Zandol Whited, Zandolpix photography

The smallest of the Armed Services played a big role for the 2006 All-Navy women's soccer team as four Coast Guard officers not only notched starting spots on the field, but two were named the team's captains.

Lieutenant Jennifer Haag, Lt. j.g. Laura Swift, Lt. j.g. Nora Dougherty, and Ensign Julie Padgett showcased their soccer talents as a quarter of the starting rotation for the Navy squad. In addition to their soccer skills, the leadership abilities of Haag and Padgett earned them the honor of team captains.

It may be an unusual coincidence that the team's captains would both be members of the Coast Guard, but according to Navy Lt. Cmdr.

David Toellner, the team's coach, both were

◀ **CAPTAIN KICK**
Lt. Jennifer Haag drills a kick for the All-Navy soccer team. Haag was one of two Coast Guard women chosen to serve as team captain.



chosen based on their leadership abilities on the soccer field, irrelevant to their service.

“Lieutenant Haag and Ensign Padgett were instrumental in our team's success throughout the camp. Their leadership on and off the field was impressive and certainly made my job easier,” Toellner said. “They were well respected by all and did a fantastic job. Choosing them as captains was one of my easiest duties.”

“I was really proud to be a Coastie playing on the Navy team in the first place, and being selected as

◀ **FANCY FOOTWORK** Ensign Julie Padgett advances the ball for the All-Navy soccer team. Padgett was one of two Coast Guard women selected as team captain.



◀ **ON THE RUN** Lt. j.g. Laura Swift chases down a loose ball for the All-Navy team during the 2006 Armed Forces Women's Soccer Championship held in May at Naval Station Mayport, Fla.

◀ **APPLYING PRESSURE** Lt. j.g. Nora Dougherty defends against an Air Force attacker for the All-Navy soccer team. All four Coast Guard women selected for the Navy were starters in the armed forces tournament.



one of the two Coasties to represent as a captain of a team comprised of Navy, Marine and Coast Guard women was a real honor.” Haag, who was stationed at NESU Boston before transferring to the CGC Escanaba this spring, said.

Padgett, who is assigned to Sector Sault St. Marie in northern Michigan, was “shocked and very surprised” to be picked as a captain as the lowest ranking member on the team and said that bonding together as team, or “cheering the same words,” was her most memorable experience of the tournament.

Swift echoed Padgett's sentiment.

“My most memorable experience was getting to know the players that came from all over the world,” Swift, a member of the CGC Thetis who is rotating to be the executive officer of the Southeast Regional Fisheries Training Center, said. “It was amazing how quickly we bonded despite our different backgrounds and experiences. Serving with a Marine Corps lieutenant that just returned from fighting on the front lines was quite an honor.”

The competition was a real test, as the Navy squad failed to medal in the tournament held at Naval Station Mayport, Fla., May 3-8. “Our grit and determination as a team is what I will remember the most,” Haag said. “We played our hearts out every single game. It was a fabulous group of girls who didn't give up. Even though we lost, I actually think we had more fun and demonstrated more spirit than Air Force and Army combined! I think we actually had Air Force and Army fans cheering for us,” Haag said.

“Of course I was disappointed that we didn't defeat the Air Force and Army teams, but I was so honored to have been part of it all that winning wasn't the only thing that mattered to me,” Swift said. G

Boardings go paperless

BOARDING Team's PDA

Story by PA2 Matthew R. Schofield, 9th Dist. & Photos by PA3 Christopher Evanson, Lant Area

When Coast Guard boarding officers return from law enforcement patrols, they have to spend an exorbitant amount of time entering information into the Marine Information for Safety and Law Enforcement database. This time spent typing case after case into the database is time that could be better spent doing other things like preventative maintenance.

The personal data assistant is one way to alleviate the time needed to fill out these electronic forms and safely and instantly download boaters' information into the secure law enforcement database.

While filling out the forms doesn't change, storing and uploading the information does. Using a PDA, all the boarding forms get filled out as the boarding takes place and printouts are passed out to the boarded party. A printer onboard the boat allows boarding teams to

immediately give the inspected parties a copy of their boarding report.

"There will be a limited distribution to various units throughout the district," said Frank Jennings, a recreational boating specialist for the Ninth District. The idea of using PDAs in the field is to help boarding team officers save time and increase efficiency, said Jennings.

On average, it takes 10-15 minutes per boarding to fill out the forms after getting in from a patrol, and then multiply that by the number of boardings, and the time adds up, he said.

"They (PDA's) will go to the stations that have the most boardings to be tried out first," said Jennings.

One station to receive the new PDAs is Station St. Clair Shores because of its high number of boardings. They posted 436 last year. The CGC Alder, Sector Buffalo, Sector Lake Michigan and Sector Field Office Grand Haven will also be in line to receive the new PDAs.

"The nice thing about the PDA is it brings up a checklist automatically," said BM2 Ed Perrault. He was stationed outside the Great Lakes at Station Little Creek, Va., where they used the PDAs extensively.

After making a couple of selections for what form he needed, the PDA found the correct part of the form instantly, bypassing the need to weed through the unnecessary parts of the boarding checklist, he said.

After assembling the new PDA packages for the selected units, they will be hand delivered by Jennings, where station boarding team officers will be trained on how to use them.


"It is all loaded up with the current forms, that were loaded by the contractor," said Jennings, who is spearheading the distribution. He says with the increased number of people learning how to use computers, it will be a smooth transition to get these PDAs into the hands of the boarding team members.

With the speed of information download and ease of use, there could be concern from the public that the Coast Guard might lose or endanger their personal information.

With respect to information sensitivity, the PDAs had the wireless functions disabled. That means that the public's information will be kept securely on a memory card. Memory cards also prevent information loss in case of power loss to the unit.

To further prevent information tampering, the installed software on the PDA has password protection on it just like any secure network or a personal e-mail does.

Soon, PDAs will be in the field being tested at

various units on the Great Lakes. As a paperless device, crewmembers should have extra time after a patrol, meaning they will be more refreshed and ready to answer the next call. 

Story by PA3 Christopher Evanson, Lantarea

5TH DISTRICT DISTRIBUTES PDAs

The Coast Guard has instituted a new tool that has the potential to make law enforcement boardings more efficient and time friendly. The personal data assistant is an innovative tool that gives boarding team members the capability of paperless boardings, and makes for a more effective method of law enforcement operations in the Coast Guard.

The PDA is replacing the 4100 form that is required to be completed by the boarding officer during and after a boarding. The new PDA offers instantaneous information flow to sector and district command centers after conducting a boarding, and connects directly with the Marine Information and Law Enforcement database.

When conducting an inspection, the boarding officer types information about the vessel, such as length and model type. This generates a specific criteria checklist for that vessel type on the PDA.

Before the PDA, boarding officers found themselves spending an extended amount of time after a boarding, manually typing every detail from the 4100 form into a computer. This proved to be a daunting, time-consuming task. Now, a simple plug in the computer transmits information from the PDA instantly to shore side command centers.

The 5th District is leading the charge to fully outfit all its units with the new PDA's and other Coast Guard districts are following suit.

While there are many upgrades that come with the PDA, there are also some negatives. The PDA isn't designed to withstand heavy weather that boarding teams often encounter. The glare from the sun on a bright day can also make it difficult to read the screen.

"You have to remember that this is an electronic device in a marine environment," said Lt. Cmdr. Jeffrey Randall, Office of Law Enforcement 5th District. "Proper care must be demonstrated while using them."

In addition, while the PDA is more efficient than its predecessor, the overall amount of time dedicated to the boarding doesn't really change.

"If a boarding officer conducts a boarding and entered it into MISLE yesterday, we will process it today and the owner/operator of the vessel will receive

something from the district or the hearing office sooner, which is an upgrade," said YN3 Stephanie Decker, 4100 processor for the 5th District. "However, even though the PDA's cut back on the amount of time the boarding officers spend inputting information into MISLE, in most cases they increase the time it takes to do the actual boarding."

While the 4100 forms may soon be relegated as a thing of the past, they still will remain onboard Coast Guard vessels in the event a technical failure or damage occurs with the PDA.

"The PDA has its pros and cons, but the more and more you work with them, they will become second nature," said BM2 Melissa Dunn, Station Little Creek, Va.

STYLUS STYLE BM2 Melissa Dunn, a boarding officer from Station Little Creek, conducts a boarding using the new personal data assistant. The PDA's replace the existing 4100 forms.



BOARDING TECH The newly implemented personal data assistant is designed to make boardings more efficient and time friendly.

TRAILBLAZER BIDS FAREWELL

First Female Coast Guard Academy graduate retires after 26-year career

Story by Jerry Markon, Washington Post

It was the summer of 1975, and Jean Butler, a tomboyish high school senior, was on a boat in Rhode Island with some friends. The conversation turned, as conversations among high school seniors often do, to college.

"All these kids were talking about, 'Oh, I want to go to Harvard or Yale' and I said 'Oh, I want to go to West Point,'" Butler said last week (May 15). "They all said, 'You can't go to West Point. You're a girl.'"

As it turned out, they were wrong. Although Butler never made it to the U.S. Military Academy at West Point, she chose another option just opening up to girls in an era of social change: the U.S. Coast Guard Academy. On May 21, 1980, amid flashbulbs and a media swarm, Butler walked nervously across a stage in New London, Conn., and became the first woman to graduate from a U.S. military service academy.

Two weeks ago, the Arlington woman retired from the Coast Guard after serving more than a quarter-century in the service she loves. And at the relatively young age of 47, she is also a part of history, a pioneer who has inspired those who followed.

"The number of women who have looked up to her as a role model — it ranks in the thousands. And men, too," said Coast Guard Rear Adm. Stephen Rochon, who

supervised Butler in her final two jobs at Coast Guard headquarters in the District. "She started out being the first. And let's face it, if you have the leadership skills, it doesn't matter what gender you are."

But historically, it has mattered.

When Butler was growing up in a small town near Allentown, Pa., the four U.S. military service academies did not admit women. Butler's father served in the Coast Guard during World War II, along with several other family members. But she felt no particular pull to the military.

"We had my father's old uniforms and thought they were really cool, and we would play with them and sometimes wear them," Butler said. "I would see World War II movies and stuff like that, but I didn't really know anything about the service."

What she did know was how to keep up with her two older brothers. A natural athlete, Butler climbed trees, attended their little league baseball games and schemed to get involved in their touch-football contests.

In high school, Butler organized her school's first girls' track and swim teams. "They started out just doing exhibitions and then they ended up getting formal teams," recalled her father, Vincent Butler. "She always had a kind of a drive in her."

Even when she blurted out the

name West Point on the boat that day, she had no strong desire to be in the military. "To me, it was just an impressive school name," said Butler, who had won early acceptance to Penn State University.

Then a letter arrived from the Coast Guard academy.

"The only reason I noticed it was because my dad had been in it and because it was a scholarship," she said. "It was the first year women were being accepted. I thought, maybe I'll apply and see if I'm accepted. It was sort of a challenge."

Soon, though, she was "sucked in." The academy required students to participate in sports, which Butler liked, and "there was this tall ship, the Eagle, that you got to sail on for training. That just looked really cool."

Her father was less than thrilled, at first. "I guess it was the typical masculine reaction," he said.

"But the world was changing and changing fast, and they were doing all kinds of things they never did in my time," he said. "Intellectually, she was in pretty good shape. Physically, she could probably outrun most guys. We thought if anyone would be able to handle it, she would."

His daughter had her doubts at first too, especially her first day at the academy after the Coast Guard barber got hold of her hair, which had been long in high school. "It



► FOND FAREWELL

Capt. Jean Butler is presented with a Coast Guard Ensign by Rear Adm. Stephen Rochon at her retirement ceremony in May. "The number of women who have looked up to her as a role model — it ranks in the thousands," said Rochon.



was really an inch long all over," she said. "It looked really horrible. It was shocking."

Equally jolting was her first reveille the next morning. "They started with the yelling and the craziness and it was just ridiculous," Butler said. "I remember thinking, 'Everyone is yelling at us,' and we were all standing in the exaggerated position of attention with our chins tucked into our necks. It reminded me of this movie I had seen about a women's prison where the guards were all abusive and horrible."

Butler's determination kicked in.

"I wasn't a quitter," she said. "They wouldn't think I just didn't like it, they would think I couldn't do it."

Thirty-seven women entered that first coeducational class in 1976; 14 made it to graduation.

◀ **TRAILBLAZER** Capt. Jean Butler as she appeared in her 1980 Coast Guard Academy year book photo. On May 21, 1980, Butler walked nervously across a stage in New London, Conn, and became the first woman to graduate from a U.S. military service academy.

Butler's athleticism served her well. "I was lucky that I was in good shape," she said. "The typical high school girl was not in sports or might have been in a sport that did not involve a lot of running. So I was at a significant advantage over some of the other women. I could even run faster than some of the guys."

Some of those guys struck back at the presence of women in the traditionally all male environment, Butler said. Butler's room was occasionally trashed; sometimes dirty men's underwear was left there. Other women were verbally harassed and some even received threatening notes, she said.

"I really didn't get harassed a whole lot," she said. "I wasn't too feminine or too pretty. I fit in okay. I was athletic, so I didn't hold up anyone by having everyone wait for me to do things because I was having to catch up. The

women who stood out the most got the most harassment, and many didn't stay."

Some of the men, especially her platoon mates, were more forgiving. Some became her friends. And as time went on, Butler began liking the school more. She played sports and sang in a glee club and church choir. "Probably four nights a week, I was out of the barracks at some kind of music practice," she recalled.

Butler's class was the focus of national attention. The Navy, Air Force and Army academies also started admitting women that year, but the Coast Guard began its program a week earlier, so it was technically the first military service academy to take the historic step.

Reporters hung around the first week and returned en masse for graduation four years later. Butler finished about two-thirds of the way down in her class and

"She always had a kind of drive in her."

— Vincent Butler, Capt. Jean Butler's father

“I guess it’s only looking back on it that I really appreciate the significance of having blazed a trail for other people.”

— Capt. Jean Butler

had expected several women who ranked higher to get their diplomas ahead of her. But several weeks before graduation, the Coast Guard decided to award diplomas in alphabetical order.

Butler’s name happened to be the first.

When she received her degree and walked across the stage to get her commission as an officer in the Coast Guard, “so many camera shutters were going it sounded like a waterfall,” she said. “There were lots of flashes at the side of my face. I just remember the sound very clearly, and how surprising that was to me.”

The next morning, Butler’s picture was on the front page of the New York Times.

“I was thrilled out of my shoes when I saw her walking across that

stage,” Butler’s father said. “All of my friends kept rushing in the next day with copies of the paper for me to take. We got calls from all over and letters from all over the country, people wishing us well. I can still kind of feel it today, even 26 years later.”

Butler went from the excitement of graduation to two years as a deck officer on a Coast Guard cutter. She was the only woman much of the time. At first, she said, “I could tell that not everyone appreciated my being there.” But she persevered and felt accepted by the second year.

That launched her on a career in which she started the Coast Guard’s first information technology shop in New Jersey in the early 1980s. She also worked in the radio navigation division

helping to make global positioning system devices more accurate, and spent several years in Alaska developing oil spill response plans.

From 1986 to 1997 and then again from 2002 until this year, Butler lived in Arlington and worked at Coast Guard headquarters. Four years ago, she was promoted to captain and soon became the Coast Guard’s diversity staff chief, working to improve retention of women and minorities. For the past year, she was also acting deputy director for personnel management.

“She has been my right hand,” Rochon said.

But Butler had never intended to spend her entire career in the Coast Guard, and she decided that now was the time to leave. She and her husband, a retired

Coast Guard commander, are moving to Juneau, Alaska, where Butler intends to focus on volunteer work. She stopped working two weeks ago, and her retirement – which becomes official in September – was celebrated in a ceremony the same day.

Today, the Coast Guard has 1,031 female officers – 16 percent of the officer corps – including the recent Coast Guard Academy class, which was 26 percent female.

The women who helped pave the way for those females says she didn’t initially see herself as a symbol. “It was hard for me to see how important it was at the time because someone was going to do it,” Butler said. “I grew up when there were a lot of women’s rights things going on and thought of course we can do things.”

“I guess it’s only looking back on it that I really appreciate the significance of having blazed a trail for other people.”

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▲ BEGINNINGS

MKCM Roger “Buck” Ward in boot camp in 1966. Shortly thereafter, Ward was on his way to Vietnam as a crewman aboard the CGC Minnetonka.



▲ GOODBYES

MKCM Roger “Buck” Ward displays his certificate of retirement with Capt. James Maes, commander of Sector Miami during Ward’s retirement ceremony, June 16. “I know from first-hand experience he has motivated thousands of young people to be patriotic and productive Americans,” retired Marine Corps Col. Michael Williams, a friend at Camp LeJeune, N.C., said.

Forty years of selfless service

Remarkable master chief sails into retirement

Story by PA1 Dana Warr, 7th District

No one else in the Coast Guard has an earlier enlistment date or served more time on active-duty than MKCM Roger “Buck” Ward. That was until Friday, June 16, when a retirement ceremony at Coast Guard Sector Miami with family, friends and past shipmates recognized the Sector Command Master Chief’s prestigious accomplishments over the past 40 years.

Ward enlisted Jan. 31, 1966.

During his 40 years of service, he served around the world and was involved in a variety of Coast Guard missions.

While stationed at Marine Corps Camp LeJeune, N.C., he was instrumental in the “start-up” or commissioning of the Coast Guard’s Special Missions Training Center where Coast Guard, Navy and Marine Corps boat crews train on coastal warfare tactics. Former Commandant of the Marine Corps, Gen. James Jones and former Commandant of the Coast Guard, Adm. Thomas Collins named the Coast Guard barracks at Camp LeJeune after Ward, honoring him during a ceremony there in 2002.

“Buck” Ward was raised in Portland, Ore., and after completing basic training at Coast Guard

Training Center Alameda, Calif., he departed for Vietnam aboard the CGC Minnetonka. He also served on the Cutters Winona, Sweetbriar, Fir and Active.

“I think it’s service, whether it be the military or your community, service to our country is the most honorable thing you can do, and however you can do it, whether it be volunteer or full-time, it’s the most rewarding thing,” Ward said about his advise to young people.

“Master Chief Ward is a remarkable Coast Guardsman and human being who has served his country selflessly for more than 40 years,” Capt. Liam Slein, deputy commander for Coast Guard Sector Miami, said. “Along the way he has touched the hearts and minds of thousands of men and women in our service. He’s a mentor to our most inexperienced people as well as a trusted advisor to our most senior leaders.”

▼ **HISTORICAL HIGH NOTE** Capt. Jean Butler hams it up for the camera while attending the U.S. Coast Guard Academy. Butler, who was the first female to graduate from a military service academy, was a member of the glee club and church choir while at the Academy.



▲ RETIREMENT WEAR

Capt. Jean Butler shows off a Coast Guard Cross Country shirt she received at her retirement this past May in Arlington, Va.

NEW ANCIENT ALBATROSSES TAKE FLIGHT

STORY BY CHRIS DAY, © 2006 THE DAILY ADVANCE

Rear Adm. David Kunkel donned a vintage leather flight coat and leather flight helmet, stepped to the podium and asked a sea of Coast Guard aviators, "How do I look?" Kunkel, 56, was christened the U.S. Coast Guard's Ancient Albatross in a ceremony held Friday at Air Station Elizabeth City. The Coast Guard bestows the honor of Ancient Albatross on the service's most senior aviation officer. The Coast Guard also bestows the honor of Ancient Albatross on the most senior enlisted aviator, who is currently AMTC Pete MacDougall.

As a joke, Coast Guard officials superimposed a photograph of Kunkel when he was several years younger over a picture of the Wright Brothers' plane. The photograph was enlarged and put on display at Friday's ceremony in hangar 55.

Kunkel, who joined the Coast Guard in 1971, said he never imagined being in the Coast Guard long enough to receive such an honor.

"Now, I'm the Ancient One," he said laughing. "I can't believe it."

According to Kunkel, the vintage flight jacket and helmet he wore was the same gear that's been passed down since the Coast Guard started the Ancient Albatross tradition in 1966. Kunkel, who is the Coast Guard's 20th Ancient Albatross, said recipients bear the title until they retire.

"As long as I'm on active duty I'll hold the title," he said.

Kunkel, however, who is the commanding officer of 7th District, which includes Florida, South Carolina and Puerto Rico, said he has no immediate plans to retire.

Kunkel assumed the honor of Ancient Albatross from Rear Adm. James Olsen, who held the title since 2000 before retiring. Vice Adm. Terry Cross, who also is the vice commandant of the Coast Guard, transferred the honor to Kunkel on behalf of Olsen, who was unable to attend Friday's ceremony.

The Ancient Albatross is sponsored by the Ancient Order of the Pterodactyl organization, which was founded by a group of retired Coast Guard pilots. Mont Smith, vice president of the AOP, presented Kunkel with a replica of a pterodactyl egg as a symbol of Kunkel's duties as a mentor for the junior aviators.

"So, you're nurturing young pterodactyls," Kunkel said smiling.

Kunkel said although he was never stationed at Air Station Elizabeth City, he has visited the base numerous times while on aviation engineering assignments.

"Elizabeth City is our aviation engineering Mecca," he said, referring to the engineering work performed



Photo by PA3 Christopher Evanson, Lanivaea

▲ **ELDER AVIATOR** Rear Adm. David Kunkel, commander Seventh Coast Guard District, smiles alongside a doctored photograph of him after his flight school completion in 1975 during a ceremony May 19 honoring him as the Coast Guard's 20th Ancient Albatross.

on base at the Aircraft Project Office and the Aircraft Repair and Supply Center.

The Coast Guard also trains its enlisted aviators at the Aviation Technical Training Command in Elizabeth City. The training command is located on the opposite end of the base from the air station.

Kunkel said he chose to hold Friday's ceremony in Elizabeth City because he wanted to involve as much of the Coast Guard's aviation community, including the students. He also said the ceremony was more about tradition and history than it was about him being named the Coast Guard's senior aviation officer.

"It's about history ... it's about heritage," he said. "It's about what we do."

According to Kunkel, Friday marked the first time in about 10 years that the ceremony was held in Elizabeth City. It was primarily held in Mobile, Ala., before, he said.

Kunkel told the audience that he has witnessed an array of changes in Coast Guard aviation the last 35 years. Many of the aircraft that he once flew have since been retired from service, such as the HH-3F helicopter. He also has witnessed the Coast Guard add new aircraft to its inventory, such as the HH-60 "Jayhawk" and the HH-65 "Dolphin."

There have been other changes, too, such as no more smoking in the cockpits, he said.

"We went from orange flight suits to green to blue and back to green," he said.

There is more of an emphasis on safety since he first started flying, he said.

"We're in a culture of aviation safety," Kunkel said. "We have to remain vigilant, standard and professional and I'm convinced we're on the right track."

As a pilot, Kunkel flew humanitarian and rescue missions during the 1980 Mariel boatlift, when hundreds of thousands of Cubans fled their native land for the United States. In the late 1990s, Kunkel was appointed chief, Office of Aviation Forces, where according to his biography he oversaw the Coast Guard's efforts to arm its helicopters to interdict drug smugglers.

"That decision to arm our helicopters forever changed the mission of our service," Kunkel said.

Kunkel encouraged the young Coast Guard aviators who attended the ceremony to be proud of their chosen professions. Quoting a Coast Guard bumper sticker, Kunkel said, "Aviation at its finest - fly Coast Guard."



Photo by PA2 Tom McKenzie, 17th Dist.

◀ **ENLISTED ALBATROSS** AMTC Peter MacDougall, right, of Air Station Washington, D.C., poses with AMTCM Bill Beardsley, command master chief of District Seventeen West, in the traditional apparel of the Enlisted Ancient Albatross. MacDougall inherited the gear from Beardsley when he became the Coast Guard's newest Enlisted Ancient Albatross in a ceremony May 13 at Air Station Sitka, Alaska.

NEW ANCIENT MARINERS TAKE THE HELM

STORY AND PHOTO BY PA2 MARIANA O'LEARY, PACAREA

Captain Michael Jett was christened as the Coast Guard's 12th Golden Ancient



Mariner in a ceremony aboard the CGC Polar Star in Seattle, June 10. Jett, the 7th District chief of law enforcement, accepted the time-honored title from retiring Capt. Richard "Mac" McCullough.

The Golden Ancient Mariner is a tradition reserved for the officer with the earliest date of qualification for a permanent cutterman's pin, with a minimum of ten years sea service. The award recipient must personify and uphold the core values of honor, respect and devotion to duty, along with the professionalism and leadership associated with long service at sea.

As the senior sailing captain in the Coast Guard, Jett will promote the sea service and represent the standards by which the Coast Guard's at-sea community

will follow. "I will try to encourage our best and our brightest to go to sea," Jett said.

Jett, a native of Reedville, Va., enlisted in the Coast Guard in 1967 at the age of 17, and was awarded the permanent cutterman's pin in 1978. He has over 16 years of service at sea. "There is a huge amount of responsibility that goes along with being a commanding officer at sea. A captain at sea has the ultimate responsibility for everyone on that ship and with that comes respect, but also a great amount of risk. At sea you can't hide," said Jett. "Everyone sees you for what you are, they see you at your most stressed. At sea is where we test your metal."

DCCM Amritt Villa assumed the title of Silver Ancient Mariner when he relieved BMCM of the honor July 26 in a transfer ceremony aboard the CGC Cheyenne.

◀ **GRAND DISTINCTION** Capt. Michael Jett gets help putting on the gold braided shoulder epaulettes of the Coast Guard's Golden Ancient Mariner from BMCM Matthew Livezey aboard the CGC Polar Star in Seattle, June 10. Jett becomes the 12th Golden Ancient Mariner replacing Capt. Richard "Mac" McCullough who is retiring.



Earning the right to call yourself a tactical law enforcement operator begins with grueling test of skills

Story by Sam Young, G-RPC

Interested in joining the Coast Guard's elite tactical maritime law enforcement team?

The next assessment and selection course for summer assignment 2007 is scheduled for Sept. 24.

Interested personnel should contact their EPM assignment officer.



▲ **OBSTACLE OPERATOR** A Coast Guard tactical law enforcement team candidate negotiates an obstacle during an assessment and selection course last winter. The intense training is the first step to earning an assignment with the Coast Guard's front line in the war on terror.

A small boat filled with specially-trained Coast Guardsmen peering through night vision goggles pitches in the swells as it approaches an unlit, hulking freighter miles off the U.S. coastline. Strapped with 70 pounds of gear, the Direct Action Team moves to the bow of their boat and prepare to stealthily climb aboard the freighter.

Meanwhile, Helicopter Interdiction Tactical Squadron helicopters scream toward the same freighter in "black-out" mode carrying cargoes of precision marksmen and more DAT operators.

The plan? Converge and board the freighter simultaneously from air and sea, quickly gain control and secure it for further investigation. Why? Because the vessel raised enough suspicion to merit alerting the Coast Guard's front line in the war on terror: the Maritime Security Response Team and its DAT personnel.

DAT operators are trained to conduct high-risk vessel boardings and other offensive counter-terrorism activities within the marine environment.

"Let there be no doubt, this is an extremely challenging, risky and stressful job," Ken Ward, from the office of Counter-Terrorism and Special Missions, said.

Are you up to the challenge?

Assignment to an MSRT is not happenstance. DAT operators, along with tactical law enforcement

personnel from the Marine Safety and Security Teams and Tactical Law Enforcement Teams, go through a harrowing selection process.

The Tactical Law Enforcement Operators Assessment and Evaluation course exposes prospective members to events which stress them physically and mentally to determine their ability to function as an individual and as a team member under varying conditions.

"These DAT operators are trained to an exceedingly high standard, and much is expected of them," Ward said.

It is due to these expectations and cost of training that the assessment and selection was developed. "Programmatically, you must start advanced training with those personnel having the greatest chance of successful completion," Ward said.

Many of the training events mirror tasks expected of trained MSRT, MSST and TACLET operators, including fast roping, use-of-force scenarios, teamwork scenarios, and numerous physical fitness sessions.

Furthermore, the training is designed to induce the stress candidates may experience as tactical law enforcement operators and allows evaluators to observe their ability to cope with it.

So if you're up to the challenge, contact your Enlisted Personnel Management assignment officer for details on an upcoming Tactical Law Enforcement Operators Assessment and Evaluation course. ☺

"Lightning" strikes Tampa Bay waterways

Story by PA1 Tasha Tully, PADET St. Petersburg

Several local and federal law enforcement agencies around the Tampa Bay area joined together April 21 for operation "Lightning Strike."

The operation consisted of Coast Guard units from Sector St. Petersburg, marine law enforcement units from Hillsborough, Pinellas and Manatee Counties, Florida Fish and Wildlife Conservation Commission, and the Tampa Police Department. Agents from the Defense Criminal Investigation Service, FBI and Border Patrol also participated.

"The operation has several purposes, mainly port-security. We want everyone to know we're here," Lt. Nelson Santiago, Sector St. Petersburg's vessel boarding and security team leader, said.

Collectively, 155 boardings were conducted in a six-hour period. The boardings consisted of vessel safety and equipment inspections, and 100 percent identification checks.

In addition to vessel checks, Sector St. Petersburg's Prevention Department conducted 11 Maritime Transportation Security Act facility inspections.

"Part of these enforcement actions include random inspections like the ones conducted today," Lt. Ken Morton, Sector St. Petersburg's Prevention Department Facilities Compliance branch chief, said. "It ensures that facilities are compliant with security regulations, which, in turn, creates a more secure port."

"Our law enforcement partners, the maritime industry, and the Coast Guard continuously work together to ensure our ports and waterways are operated in the most secure manner possible," said Capt. Joseph Servidio, commanding officer of Sector St. Petersburg. "We look forward to continuing to build our security partnerships through exercises and operations such as this." ☺



Photo © 2006 Oskar Kihlberg, courtesy Volvo Ocean Race

ON YOUR MARK The CGC Campbell serves as the starting platform for the sixth leg of the Volvo Ocean Race held on the Chesapeake Bay near Annapolis, Md., May 7. Homeported in Kittery, Maine, the 270-foot cutter also served as the on-scene commander platform. Personnel from Sector Baltimore and the Maryland Natural Resource Police worked aboard the Campbell coordinating dozens of interagency assets to establish security zones, police more than 3,000 spectator vessels and help ensure a smooth event. The Volvo Ocean Race is a nine-leg globe trotting race for that sails from Calicia, Spain to Cape Town, South Africa. The race, which is only open to Volvo Open 70 racing sailboats, has been run every four years for 32 years.

Auxiliary lands national award

The Coast Guard Auxiliary has been presented with the National Water Safety Congress' National Award for its role in promoting boating and water safety.

The National Water Safety Congress gives out just one award each year to an individual, organization, firm or agency that has made a significant contribution to water safety issues and programs on a national scale.

"It's quite an accomplishment for the Auxiliary to receive this prestigious recognition, and I'm glad to see it happen," Jeffrey Hoedt, chief of Office of Boating Safety for the Coast Guard, said. "Without a doubt, the Auxiliary does incredible work in making America's boating public safer."

Warren McAdams, National Directorate Commodore for Recreational Boating

Safety, accepted the award on behalf of the National Commodore at the International Boating and Water Safety Summit in Palm Harbor, Fla., May 3.

"We provide support to the Coast Guard, and recreational boating safety is one of our primary missions," McAdams said. "Our members will take great pride in the recognition and honor bestowed on them by the National Water Safety Congress."

The Auxiliary includes more than 35,000 nonmilitary, civilian volunteers who donate millions of hours each year in support of the Coast Guard. They assist missions in the air, on the nation's waterways, in classrooms and on docks, providing safety patrols, vessel safety checks and public education. ☺

"I cannot express in words the gratitude I have for them."

— YN1 Constance Davis, 8th Dist.

Helping our own... One house at a time

Story by PA2 Susan Blake, USCGR

Of the 2,387 Coast Guard personnel who lived and worked in Louisiana, Mississippi, and Alabama when Hurricane Katrina hit on Aug. 29, 2005, more than 580 of them watched their homes and personal belongings get swept away.

When the rescuers needed rescuing, they turned to each other for a helping hand.

Lt. Tim Gunter, 8th District Inspections and Investigations Branch, was one of the many who realized his home was flooded while watching media coverage of the 17th Street Levee break. His home sits 10 blocks from the levee.

"When I saw the pumping station was halfway under water, I knew my house was ruined," Gunter said.

He purchased his three-bedroom home in Lakeview, a suburb of New Orleans, only 14 days before Katrina hit town.

Eight months after Katrina, a "Team Coast Guard" volunteer construction crew fully gutted Gunter's home, completing the job in only six hours.

For the last seven months, a

group of volunteers from the 8th District and other units has been offering their Saturday mornings to help Gunter, and others like him, clean up and repair their homes.

The team evolved from two groups of volunteers who felt the need to help their fellow citizens and shipmates.

In late September, Cmdr. Jennifer Lay, Contingency Planning branch chief for the 8th District, and her husband, Cmdr. Scott Kitchen, executive officer of Air Station New Orleans, began demolition work on an aviator's home. They found the experience very rewarding and decided to continue helping active, reserve, and civilian Coast Guard personnel.

In October, Lt. Cmdr. Tim Scheel, deputy of Policy and Operations Integration Branch for the 8th District, sent out an e-mail requesting volunteers to help clean houses and offering to help Coasties in need. From the response, he was able to build a lengthy list of volunteers and people who needed help. Lay and Kitchen's group soon merged with Scheel's group.

"We joined forces with Scheel's ragtag bunch to make one slightly

bigger ragtag bunch and have been putting out offers to help ever since," Lay said.

The group provides yard clean up, furniture and clothing removal, interior clean up and demolition, and home repair. The repairs are limited to the expertise of the individual weekend crew, Scheel said.

"Several of the people we have helped stated that they were overwhelmed by the immensity of the clean up, but having our group come out to help enabled them to tackle the job," Scheel said.

When YN1 Constance Davis, 8th District Legal Office and a 19-year resident of East New Orleans, returned in early October, she found her home had been flooded and mold had spread to the ceiling. Overwhelmed by the task before her, Davis looked to the Coastie clean-up crew for help in her time of need.

"I cannot express in words the gratitude I have for them," Davis said.

Approximately 45 Coasties have participated in this volunteer weekend duty, and 28 weeks later, they are still giving up their Saturdays, having completed their 18th home.

"The day of the week is irrelevant. It feels great to help someone move forward after Katrina," volunteer Lt. j.g. Mike Wolfe, from the Contingency Preparedness Branch, said.

◀ **HELPING HAND** Cmdr. Jennifer Lay helps with debris removal from the home of MKCM Pontenciano Ladut. Ladut's front page copy of the Times-Picayune newspaper reporting the events of Sept. 11, 2001, was ruined after his home was flooded after New Orleans' "Darkest Day." Lay and 12 other volunteers spent more than 6 hours gutting and cleaning Ladut's home.



Photo by PA2 Bobby Nash, 7th Dist.

▲ **FLOATING FREEDOM** Thousands of residents displaced by Hurricane Katrina are transported across the Mississippi River aboard a barge from Chalmette, La. to Algiers Point, La., Sept. 1, 2005. For his efforts, towing vessel captain Joseph Kieffer, Jr. received the Coast Guard Public Service Meritorious Award.

Towing vessel captain cited for heroism

Story courtesy Lt. j.g. Jill Bessetti, 8th Dist.

It was only natural for Louisiana native Joseph Kieffer, Jr. to stick around during the arrival of Hurricane Katrina and take care of the fleet and make sure his crew was safe. Little did he know that when his supervisors told him to "hunker down," that he was about to carry some of the most important cargo of his career.

Once the levees broke, evacuating people from the flooded areas in New Orleans became a daunting task. Resources were being allocated from all over, and as one of the only towing vessel captains on the river, Kieffer soon found himself assisting in the unprecedented rescue operation.

Flood victims were being transported from flooded roof tops to the Chalmette Slip, where Kieffer and his crew would pick them up and transport them across the Mississippi River to Algiers Point atop a deck barge.

He made several trips a day, moving more than 2,000 people to dry land. Kieffer recalls, "the fatigue and lifeless look" of so many he rescued. Once ferry boats were put into use to move passengers, Kieffer and his crew stayed on the job moving supplies.

Kieffer secured two of his company's other vessels and offered them to the National Guard and local Sheriff's department for berthing. Each night, when his operations were over, he checked the generators making sure rescue crews that were using the vessels had sufficient quarters to get the rest they needed to carry out other rescue operations.

On May 24, Rear Adm. Robert Duncan, then commander of the 8th District, formally recognized Kieffer and his crew in an awards ceremony at the Chalmette Slip. Kieffer was awarded the Coast Guard Public Service Meritorious Award; and his crew of Aubrey Davison, Lupe Navarrero, Paul Ortiz and Tony Ewing were given the Coast Guard Public Service Commendation Award.

West Coast FIST wins intelligence award

The San Francisco Field Intelligence Support Team was awarded the CG-210 Intelligence Unit Award for fiscal year 2004 in a ceremony at the 11th District offices in Alameda, Calif., May 12.

The CG-210 award is given to an intelligence unit that best demonstrates intelligence performance, readiness, and initiative in support of Coast Guard missions. The San Francisco FIST is the first FIST to receive the award, which is named for the 75-foot prohibition era cutter that was the world's first vessel dedicated to intelligence collection.

Accepting the award from Rear Adm. Fred Rosa, the Deputy Assistant Commandant for Intelligence, was OS1 Aaron Wohlander; Special Agent Scot Walker; Lt. Anita Scott, inaugural team leader; and Dale Orłowski.

"The FIST is an important element of the Coast Guard's Intelligence program. By creating a unit solely assigned to intelligence collection duties, the Coast Guard is able to not only use intelligence resources available in the national community, but also become one of those resources for others," Wohlander said.

The FIST is responsible for collecting intelligence in accordance with sector, district, area and national priority requirements. It disseminates tactical and operational national intelligence directly to the port level operational commanders. It conducts post-seizure collections and assists with vessel boardings as part of a multi-agency boarding team, and liaises with local law enforcement entities.

Story provided by PA3 Sabrina Arrayan, 11th Dist.

PEOPLE'S CHOICE AST2 Josh Miramontez poses for a photo shoot with People Magazine, May 26. The Air Station San Diego rescue swimmer was chosen as one of People Magazine's 50 Hottest Bachelors. "I think it's great for the Coast Guard. It's nice to let everyone know what we do," a humble Miramontez said about all the attention.



Photo by PA3 MaryLarkin Jones, PADET San Diego



Photo by PA1 Silvia Oliveira, 8th Dist.

Alameda Designated a “Coast Guard City”

Story by PA2 Sherri Eng, 11th Dist.

After an 80-year relationship with the city of Alameda, the Coast Guard officially designated the town a “Coast Guard City” on March 21.

“Our involvement with the people of Alameda, and the city’s involvement with us, helps keep our men and women motivated and ready to perform our many important missions,” retired Rear Adm. Kevin Eldridge, then commander of the 11th District, said.

Coast Guard officials chose to bestow the designation on Alameda in recognition of the support the city has given to the more than 2,600 active duty, reserve and civilian employees stationed on Coast Guard Island. In addition to District 11, the Island houses the headquarters for the Pacific Area, Maintenance and Logistics Command Pacific, and Marine Safety and Security

Team 91105, as well as cutters Munro, Sherman, Boutwell and Morgenthau.

The Coast Guard established its base on the man-made 67-acre island across from the Oakland estuary in 1926. Since that time, Alameda has served as “a home away from home for generations of Coast Guard men and women,” said retired Admiral Thomas Collins, the service’s then commandant.

“Alameda-based ships and their crews have enjoyed returning to their homeport from various operations performing the military, multi-mission, maritime needs of America,” Collins said. “Through the years the support and appreciation of the people of Alameda has always been a valuable contribution to the quality of life for Coast Guard people



▲ COAST GUARD ISLAND Aerial view of the Alameda, Calif. Coast Guard station with Oakland and San Francisco in the background.

fortunate enough to be stationed there.” Alameda joins Eureka, Grand Haven, Mich., Morgan City, LA, Mobile, Ala., Wilmington, N.C. and Newport, Ore. as designated Coast Guard cities.



TRUE BLUE TREATMENT A platoon of 100 Coast Guard Iraqi Freedom veterans march in the National Memorial Day Parade in Washington, D.C., May 29. The contingent of Coast Guardsmen received “VIP-guests of honor” treatment from the Department of Defense including a VIP picnic at the Pentagon, and center seating and television exposure at the National Memorial Day Concert at the U.S. Capitol. These service members represented the active duty and reserve Coast Guardsmen who have been deployed to the Middle East to protect Iraq’s offshore oil platforms, conduct coastal security operations, and help train Iraqi naval forces.

Story provided by Lt. Cmdr. Joseph Bowes, G-1

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Fill in the blank spaces in the grid so that every vertical column, every horizontal row and every 3 x 3 box contains the letters C-O-A-S-T-G-U-R-D, without repeating any. The solved puzzle can be found in the online version of Coast Guard Magazine at www.uscg.mil/magazine.

GUARDIANS OF THE POTOMAC

A 41-foot patrol boat from Station St. Inigoes, located a few miles south of St. Mary’s city on the Southern Maryland Peninsula, patrols the Potomac River. Station St. Inigoes celebrates 30 years of service this year, and is home to 31 active duty and 11 reserve members.

Patrolling the Chesapeake

Coast Guard Station St. Inigoes

Off the beaten path sits a simple complex of buildings overlooking Molls Cove of St. Mary’s River that make up Coast Guard Station St. Inigoes. Situated at the edge of the Webster Field Annex of Naval Air Station Patuxent River, the station is one of five under the command of Sector Baltimore, which is responsible for all operations in the Potomac River, middle and upper Chesapeake Bay and the Chesapeake and Delaware Canal.

Dedicated in 1976, the station has consistently led the Fifth District in recreational boating boardings and last year won their second prestigious Sumner I. Kimball Readiness Award.

In addition to its primary responsibilities of search-and-rescue, law enforcement, marine environmental protection, and recreational boating safety, St. Inigoes supports NAS Patuxent River and its tenant test and evaluation facilities, presidential security operations, as well as liquid natural gas tanker protection.

The station boasts a 41-foot patrol boat, two trailerable 25-foot small response boats and one trailerable 23-foot nonstandard boat.

Although just a small dot on the map, the town of St. Inigoes is located in an area rich in history. A few miles north is St. Mary’s city, Maryland’s first capital and the site of the fourth permanent settlement in British North American.

Recreational opportunities abound. Popular activities include fishing, hiking, kayaking, and canoeing. Furthermore, the Chesapeake Bay provides a bounty of local dining favorites, including rockfish, oysters and the ever-popular blue crab.

For those looking for more urban endeavors, Washington, D.C., and Baltimore are less than 100 miles away.

Through their tireless effort in promoting safety, responsibility and lawfulness, the crew of Station St. Inigoes, without a doubt, live up to their motto: Guardians of the Potomac.

Story courtesy of Erin Allen-Sanchez and BM2 Jamie Sanchez

Housing: Military housing is available in Great Mills for members with dependents. Single members live on the economy, with rents ranging upwards of \$1,000.

Facilities: Naval Air Station Patuxent River in Lexington Park offers medical and dental facilities, a commissary, exchange, fitness center, and recreational activities.

Weather: Average temperature during the winter is mid-30s with predominant snowfall occurring during January and February. Summers are usually humid with temperatures in the 90s.

Education: St. Mary’s College, Maryland’s only non-sectarian public honors college, is located nearby in historic St. Mary’s and offers undergraduate studies in liberal arts.

Semper Paratus

by Christopher P. Michel

“Hold on!” yelled the third-class just as our Zodiac OTH (Over The Horizon) boat crossed the ship’s wake at 43 knots, sending us airborne for a brief, but terrifying, second. This was my first day on board CGC Morgenthau (WHEC-722), and the captain had suggested that I join one of his boat crews for a quick orientation. This was no ordinary Zodiac—it was an extremely fast and maneuverable weapons platform with five crewmembers designed to intercept and engage targets at long range. Sitting in specially designed shock-absorbing saddle seats with electronics consoles in front of each of us, we are turning into the Morgenthau for a high-speed run.

Even at 400 yards, it is clear that she is no brown-water vessel. The Morgenthau is one of the Coast Guard’s dozen 378-foot high-endurance cutters. After the icebreakers, these are the largest cutters ever built by the service. Introduced in the 1960s, she has two diesel engines, two gas turbines, controllable-pitch propellers, and an organic helicopter capability. She is armed with a 76-mm Oto Melara, Phalanx close-in weapon system, and all manner of smaller guns. She is a drug lord’s worst nightmare and a floundering ship’s best friend. What struck me most, however, were her exceptional crew and superb culture—and all the subtle nuances that made it so different from a U.S. Navy ship. After three days on board, I was sure our Navy had some valuable lessons to learn from our friends in blue.

• The Coast Guard features many successful career paths. While under way, I was impressed most by the rich diversity and depth of experience common among the crew. Their assignments were as varied and interesting as one can imagine—rescue operations in the Aleutians, fisheries patrols in Alaska, aids to navigation work on the Great Lakes, icebreaking operations in Antarctica, station work in St. Thomas, and, of course, counternarcotics missions around the world. The Coast Guard operates more than 250 vessels in a truly global operation.

Unlike the well-articulated career

paths required for command-screen in the Navy, the Coast Guard promotion system values and embraces diversity in assignments. The intended byproduct of this system is that few assignments are considered harmful to a career, which allows an even quality of talent spread throughout the Coast Guard and maintains the incentive structure for these professionals to continue to drive hard, regardless of their assignment.



• Authority and responsibility get pushed down to the lowest level. When I heard that one lieutenant (jg) was leaving Morgenthau to take command of a ship, I almost fell out of my chair. In my Navy-centric world, command at sea is the exclusive domain of commanders and above—not so in the Coast Guard. In fact, 185 of 250 vessels are commanded by lieutenants and below—and fully 65 are commanded by E-7 thru E-9.

Yes, you heard me right. In the Coast Guard, senior enlisted can command ships and stations. Well, to those who are fellow Navy brethren, I report that these junior officers and enlisteds are doing a great job. In fact, I would place a not-so-small wager that most of them are better ship handlers than their blue-and-

gold counterparts. In addition to creating aspirational assignments at multiple career points, the Coast Guard is also creating exceptionally qualified leaders. Capt. Mike Sullivan, Morgenthau’s CO, has had three previous at-sea commands.

• Fun is part of the culture. Every where I went on Morgenthau, the crew was smiling and joking (I grant you it was the end of a deployment). Even meals in the wardroom were great fun, with good-natured ribbing accepted and encouraged by the CO/XO. I watched more than one ensign break into laughter while delivering reports to the CO. It was okay—there was no hint of unprofessionalism, nor was there that biting edge that is sometimes seen in our surface Navy. The crew was having the time of their lives, and the command leadership did everything they could to fuel that feeling. Yes, it was less formal than I have seen in our Navy, but there did not seem to be any tradeoff between fun and performance. Frankly, it reminded me of my squadron wardroom. I have heard some of my surface warfare officer friends relate similar experiences aboard certain commands in the Navy, but it appears to be the exception rather than the rule. The inverse appears true with the Coast Guard.

As we pulled into Coast Guard Island in Alameda, I stood on the bridge-wing watching Commander Mark Dietrich, the ship’s XO, take her in for the last time. He would be retiring shortly after an accomplished career that also included three commands at sea. As the ship approached the pier-side bull’s-eye with precision, he ordered “All Stop” and I couldn’t help but feel an overwhelming sense of admiration for him, the crew of the Morgenthau, and our United States Coast Guard. Semper Paratus!

Mr. Michel is founder of Military.com, a company focused on connecting service members, veterans, and their families to the benefits earned while in the service. He is a former naval flight officer and a member of the Naval Institute board of directors.

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TRADITION

A love for tradition has never weakened a nation, indeed it has strengthened nations in their hour of peril—Winston Churchill



AIR TIME

BM2 David Partin, a diver from Maritime Safety and Security Team Galveston, jumps into the Detroit River to install an Integrated Anti-Swimmer System, a tool developed to detect, track, classify, interdict and respond to underwater threats. The IAS was deployed in support of security operations for the 2006 Sixth Circuit Judicial Conference.

Photo by BM1 Robert Busby, MSST 91104